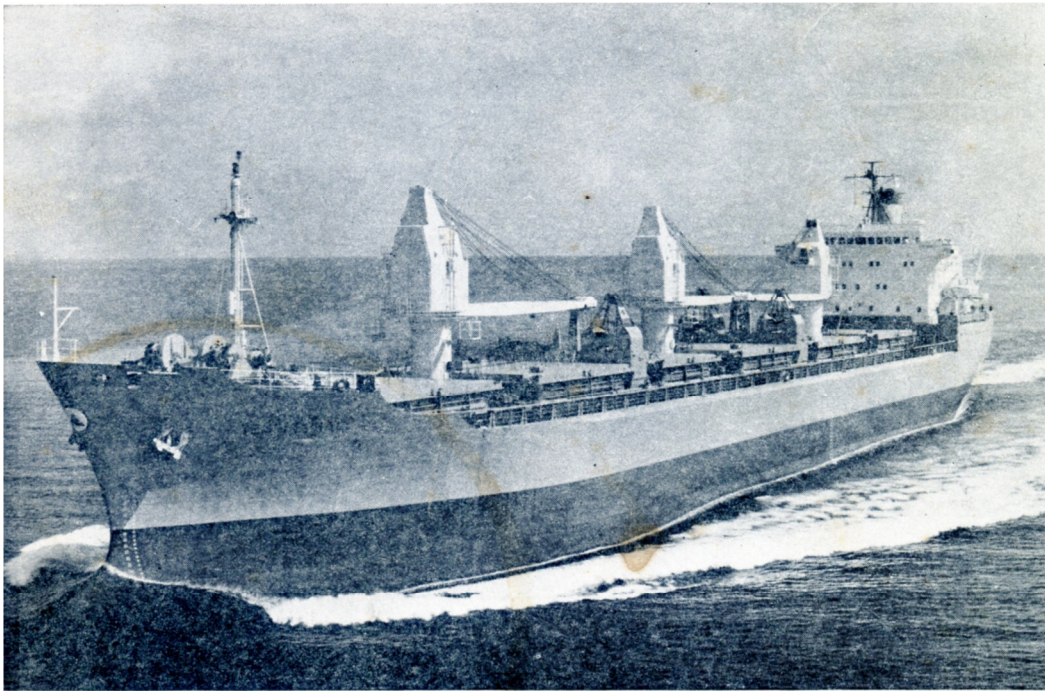


TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "Temple Hall"

No. 12 SUMMER, 1971

EDITORIAL

Whatever else may be said about it, no one can maintain that Shipowning is dull and uneventful! Even the ordering of ships becomes something of a lottery and once an owner solves the knotty problems of what to build and how to pay for it, he starts wondering if he will even get the ship. Having watched other owners faced with this dilemma, now we have been caught out. So far we have had a charmed life, having watched a large series of ships emerge at a time of massive inflation which has rocked shipbuilders everywhere. Our orders with Upper Clyde Shipbuilders were placed at a time when available berths were scarce – especially for sophisticated vessels such as we required. We are unlikely to be able to duplicate them and it seems evident that both Owners will forfeit the payments on account which illustrates another hazard of the “game”. At the time of writing, it appears inevitable that all this will happen and we are looking carefully into what can be done to recover the lost ground.

Last year the Freight Market boomed and those owners who run the Market instead of working long-term contracts earned a rich reward. We continued to follow our contracting policy rather than run the Market. We believe that by this policy our profits will be steadier and less erratic than the Freight Market. We continued our efforts to gain more contract employment and it is fortunate that we followed this course for the Industry now is facing the most disastrous slump since the last war. Naturally, some of our ships will still have to face the Market and, under present conditions, it is quite possible to lose around £40,000 on one Hampton Roads / Japan coal cargo at current levels. With the enormous escalation in costs over 1970/71, it is inevitable that ships will move into lay-up and this has started and can only accelerate unless there is a sharp improvement in the volume of world trade. A torrent of new building is still pouring from the yards and this must make the question of how long the slump will last even more difficult to answer.

Our computer has been installed and our D.P. Manager, handicapped though he is by the tragic loss of young Frank Barr (see Page 2), is preparing to put a number of programmes into action. Already a number of functions are computerised, so far with success, and we hope that Mr. Brown makes good progress in the coming months.

Since our last issue we have not been idle and delivery has been taken of “Baron Inchcape”, “Temple Bar” and “Temple Hall”, the last-named having sailed for Australian waters where she is scheduled to operate for five years. John Fidler, Superintendent Engineer for British Phosphate Commissioners, the Charterers, has been a welcome visitor to this Office since the beginning of the year and has now returned to Melbourne. All at Princes Square were sad to see him go for he had proved to be a popular guest.

“Cape Horn”, after a successful maiden voyage, becomes the first ship to bring into operation the unmanned engine-room routine which, not surprisingly, proved popular with those on board. Captain Warden and Mr. Moore headed the pioneers of this historic “first”. This ship has been featured in both the Officers and N.U.S. publications, the latter devoting a special article on the ship and her class.

Seastaff Nine proved a great success and the different approach of each group is interesting to watch. A healthy scepticism of what they had read about previous Seastaffs was evident and they have been left to endeavour to convince those who have not yet attended a Seastaff that what they write on Pages 41 and 42 of this number is true.

Mr. A. Lumsden has joined Scottish Ship Management as Electrical Superintendent as from 5th July, 1971. He will operate from the Technical Department and report to the Chief Superintendent Engineer.

The growth of the Company merits the appointment of Commodores in the Navigating and Engineering branches and it is with great pleasure, therefore, that we announce the appointment of Captain W. Warden and Mr. W. Moore as the first holders of these Offices. These appointments will date from the 1st August, 1971 and we take this opportunity of congratulating these gentlemen on their appointment. Correspondence should be addressed to Captain W. Warden, M.B.E., Commodore of Scottish Ship Management Ltd. And Mr. W. Moore, Commodore Chief Engineer of Scottish Ship Management Ltd. Normally, the titles ‘Captain’ and “Mister” will continue to be used, but on formal occasions “Commodore” should be substituted.

OFFICE NEWS

Scottish Ship Management Ltd. are pleased to announce that, from 1st August 1971, Mr. H.A. Walkinshaw, OBE, will be Managing Director of that Company and, also from that date, Mr. J.G. Marshall, C.A. has been appointed Financial Director of the Company.

Fuller details of the necessary organizational changes will appear in the next number of TRIAD.

Mr. M.B. Cheales. Mr. Cheales, who is a Director of Hogarth Shipping Co. Ltd., has been appointed Managing Director of that Company as from 1st July, 1971 and at the same time became a Director of H. Hogarth & Sons Ltd. and Hogarth Sons & Co. Ltd. Mr. Cheales remains a Director of Hill, Samuel & Co. Ltd., London.

Mr. Hugh C. Hogarth. Mr. Hogarth has been appointed a Director of Hogarth Shipping Co. Ltd. with effect from 1st July, 1971.

Mr. H.L. Brodie. Mr. Brodie has been appointed a Director of Hogarth Sons & Co. Ltd. with effect from 1st July, 1971.

Mr. R.S. Trythall. Mr. Trythall has been invited to lecture on Shipping Economics and Management in Geneva in July to the 1971 United Nations Conference on Trade and Development Training Course.

Francis John Barr. It is with very real regret that we have to record the death, on 12th June, 1971, of Frank Barr, who came to Scottish Ship Management Ltd. in 1969 and, latterly, was training as a Computer Programmer under Mr. James Brown. Frank was drowned in Craigmaddie Reservoir, Milngavie, near his home, in spite of efforts by two nearby fishermen to rescue him. The 12th June was his eighteenth birthday. During his time at SSM, Frank had established himself as a most likeable and able person and it is a great tragedy that a promising young life has been cut short. We offer our deep sympathy to his father, mother, brother and sister.

Mr. A.E. Gaze. We were very pleased to welcome Mr. and Mrs. A.E. Gaze to Glasgow on Saturday, 8th May, 1971. Mr. Gaze is Assistant General Manager of The British Phosphate Commissioners in Melbourne and controls the shipping arrangements for phosphate imports into Australia and New Zealand. He is, accordingly, the representative of one of the biggest Charterers of Scottish Ship Management tonnage and we were glad to have the opportunity of meeting him on our home ground and of offering him and Mrs. Gaze some hospitality in return for the welcome always accorded by these friends to our representative on his visits to Melbourne.

Fortunately, the weather during their visit was reasonable and Mr. Gaze and his wife took the chance of a few days relaxation on the Scottish West Coast before returning to Glasgow to join the guests leaving for Haugesund to attend the delivery of "Baron Inchcape" (see Page 5). We were very glad that they found time to see this new ship whilst in the middle of an exacting world tour and we are sure that they enjoyed their visit to Scotland and will return at some not too distant date in the future.

Miss M. Carson. Our congratulations go to Miss May Carson, Typist, who became engaged to Mr. G. Trussler on 6th June, 1971.

Mr. R. Irving. It is with regret that we announce the departure from the office of Mr. Robert Irving, who emigrated with his wife Irene to South Africa on 11th June this year. We take this opportunity of wishing Robert and Irene every success and happiness in their new life in South Africa. Readers will recall seeing their photograph on Page 45 of the last number of TRIAD.

Annual Golf Outing. The Annual Office Golf Outing was held on 7th May at Cardross, when a party of twelve from the office participated. The winner was Mr. K. Ross, with Mr. F.J. McKerron second and third place was shared by Mr. E. Robertson and Mr. D. Scott.

(Continued on Page 48)

PERSONNEL NEWS

It is with very deep regret that we have to announce the death of Chief Officer John King on 9th May, 1971. John King was on leave and entered hospital for a relatively minor operation but, while he was under the anaesthetic complications arose and he failed to recover. Many readers will recall that John's late father sailed as Chief Engineer with Lyle Shipping Co. Ltd. and John's death therefore means the break in a long connection with Lyle and latterly with Scottish Ship Management. We extend our deepest sympathy to John's mother.

Our congratulations to:

Captain W. Warden, MBE, who was awarded the MBE in the recent Birthday Honours List. He was invested with the honour by her Majesty The Queen at Buckingham Palace on Wednesday, 7th July, 1971. Captain Warden has commented that the next time he goes for an investiture his name will begin with an "A"!

Captains Barclay, Gordon and Maclean on their promotion to this position. Captain Barclay is now in command of "Cape Clear", Captain Gordon is Master of "Cape Wrath" and Captain Maclean will soon be rejoining "Cape Race" - this time as Master.

Mr J.M. Rowland on his engagement in May.

Mr. and Mrs. Jennings on the birth of their son on 29th May, 1971.

Mr. and Mrs. Norman Smith on the birth of their son on 17th May, 1971.

Captain and Mrs. Dalby on the birth of their son.

Mr. and Mrs. Ian Peterson on the birth of their son on 20th July, 1971.

Mr. P. Flynn on being presented with the University Atlas by the Director General of the Meteorological Office as an acknowledgement of his work carried out during 1970.

Navigation Cadets Mike N. Beeley and Sandy Potter on being awarded prizes for their work at the Glasgow College of Nautical Studies for the past year.

Engineer Cadets James Prentice and Stephen Beeley on gaining their OND's in Mechanical Engineering.

Mr. J.M. Steventon and Mr. K. Mackay on their promotion to Catering Officer.

Mr. I. MacDonald on his promotion to Chief Cook.

Catering Officer I. MacDonald on his wedding, in May, at Ardvasser, Skye.

The following news item has been received from "Baron Renfrew", dated 2nd July, 1971, under the heading "We Wus Robbed!" :

"The long-established supremacy of the Savoy Football Club on the playing fields of Port Pirie was placed in jeopardy last night when a team from the "Baron Renfrew" challenged the local champions and a tense battle was fought under the floodlights (or to be more accurate, floodlight).

Savoy eventually scraped a win by the narrow margin of 7-4, but their invincibility must now be suspect. Indeed, the sailors were coasting towards victory with a well-deserved 4-1 lead when the floodlight went out and the ship's electrician was obliged to stop scoring goals for a few minutes to repair the fault.

When the light came on again the referee announced that Savoy had scored six goals during the blackout and, according to his tally, the score was 7-4 in their favour.

To SSM ships who may challenge this team in future, a daylight fixture is advocated!"

Which brings us to a matter which has been raised once or twice at Seastaffs: "What about some sort of competition in TRIAD?" Fine! We're always wanting, and glad to get, letters from the ships (or elsewhere, for that matter) so here's a chance to give your literary powers an airing and at the same time make some money! There- will be a prize of £10 to the writer of, in the opinion of a panel of judges, the most amusing letter, which will be published in TRIAD, of course, and £2 to the writer of each letter actually published. The judges' decision will be final and each letter must be signed by the writer's true name, not a "nom de plume"!

FLEET NEWS (As at 12th July, 1971.)

"TEMPLE ARCH" - is presently on passage, in ballast, from Moji to Christmas Island where she will load phosphate for Lyttelton and Bluff, New Zealand, and we look for her arrival at Lyttelton on or about the 5th August. On completion at Bluff she will sail for Nauru and/or Ocean Island to load phosphate for Western Australia.

"BARON ARDROSSAN" - is due in the Bristol Channel (Avonmouth or Swansea) on the 9th August to discharge a cargo of Port Pirie concentrates. She also has on board a consignment of wooden railway sleepers, loaded at Fremantle, W.A. and meantime she is unfixed beyond the Bristol Channel.

"TEMPLE BAR" - is expected at Albany, Western Australia, on or about the 23rd July with a cargo of Nauru phosphate. After completion of that cargo she will move to Port Pirie to lift concentrates, thereafter shifting to Risdon, Tasmania, to load a cargo of zinc slabs and/or ingots. These commodities will be discharged at a Bristol Channel port. During the first leg of this ship's maiden voyage, between the Clyde and Tampa, Florida, she rendered assistance in a case of injury on board another ship. Captain Edge received advice that a seaman aboard the US Coastguard Cutter "Sebago" (on weather-ship duty 600 miles east of Bermuda) was injured and he responded to the call for assistance. The two ships continued on course whilst the seaman was transferred to "Temple Bar" and he was subsequently landed at Tampa for hospital treatment.

"BARON BELHAVEN" - left Port Esquivel on 5th July for Sunndalsoera, Norway, with a cargo of alumina. She is due at Sunndalsoera on 18th July and from there will return to the Caribbean area. She remains on Time Charter.

"BARON CAWDOR" - sailed from Chimbote on 13th July, having completed loading a cargo of fish meal lifted there and at Callao for, probably, Rotterdam and Brake. She, too, remains on Time Charter.

"CAPE CLEAR" - sailed from Buenos Aires on 13th July with a cargo of grain destined for a range of Japanese ports, where we expect her on or about the 16th August. She will be calling at Cape Town for bunkers en route. On completion in Japan she will proceed to Nauru and/or Ocean Island to load phosphate for Western Australia.

"BARON DUNMORE" - Having sailed from Gdynia, Poland, on 26th June, this ship arrived at Mackenzie on 13th July to load there and at Chaguaramus a cargo of bauxite for discharge at Port Alfred. She remains on Time Charter.

"BARON FORBES" - is ballasting from Niihama, Japan, from where she sailed on 13th July, for Bunbury, W.A., to load a cargo of ilmenite for Immingham and is due at Bunbury on 25th July. Meantime, she is unfixed beyond the Humber.

"CAPE FRANKLIN" - sailed from Monrovia on 12th July with a cargo of iron ore for discharge at Newport, Mon., where she should arrive on 24th July. Meantime, she is unfixed beyond Newport.

"CAPE HORN" - is expected in British Columbia (Vancouver and/or Port Moody) on 19th July to load potash, sulphur or fertilizers for Portland, Victoria, and Adelaide. From the latter port she will move to Port Pirie to load a parcel of concentrates and will then shift to Mount Maunganui to lift a parcel of packaged lumber. This lumber will probably be discharged at Liverpool and the concentrates at a Bristol Channel port but confirmation is awaited.

"CAPE HOWE" - is expected to sail from Newport, Mon. after discharge of an iron ore cargo loaded at Pointe Noire. Her next iron ore loading port has not yet been given.

"BARON INCHCAPE" - arrived at Nauru on 13th July to load phosphate for Portland, Victoria, and Port Lincoln. She should arrive at Portland on or about 24th July. From Port Lincoln she moves to Esperance to load nickel concentrates for Vancouver.

"CAPE NELSON" - sailed from Nouadhibou on 4th July with iron ore for discharge at Hartlepool where she is due 19th - 20th July. Meantime she is unfixed beyond there.

"CAPE RACE" - sailed from Chaguaramus on 12th July with a cargo of bauxite for Port Alfred, where she is due 20th July. She remains on time charter.

"BARON RENFREW" - is due at Kokkola, Finland (on the Gulf of Bothnia) on 19th August with a cargo of concentrates loaded at Port Pirie. From Kokkola she will sail for Casablanca to load phosphate for Japan.

(Continued on Page 48).

m.v. "BARON INCHCAPE"

On Saturday, 15th May, 1971, H.M.V. 39 ran successful Delivery Trials and, shortly after returning to Haugesund, was most graciously named in Norwegian and English by Miss Claire Viney. As usual, the local school band played at the ceremony and their bright, attractive uniforms showed up well against the shipyard background.

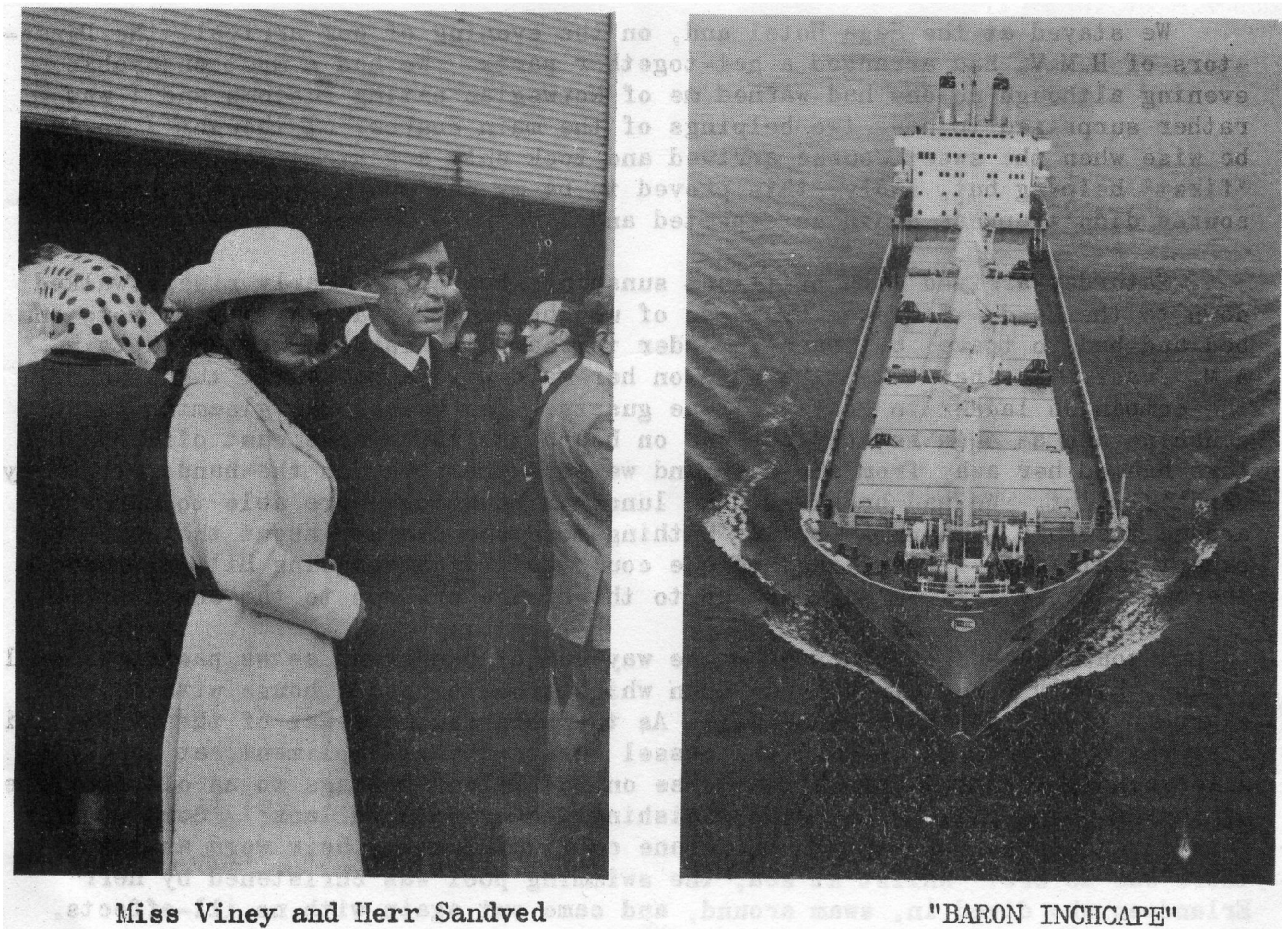
The Official Party on this occasion included Mr. Hugh C. Hogarth, son of the Chairman of H. Hogarth & Sons Ltd. and Miss Viney's escort, Mr. A.E. Gaze, Assistant General Manager of the British Phosphate Commissioners, Melbourne, and Mrs. Gaze, Mr. G.H. Lording, London Manager of the British Phosphate Commissioners, and Mrs. Lording

After acceptance of the ship by her Owners, the ladies of the party were invited to look over this latest addition to the Hogarth fleet - the third of this class to be built by Haugesund Mek. Verksted for the Scottish Ship Management Group and the fourth Hogarth ship to bear the name "Baron Inchcape", although the very first was sold whilst under construction at Port Glasgow in 1916 so this new vessel is in fact the third to sail with this name. The first to trade under the name "Baron Inchcape" was a ship of 11,000 tons deadweight -considered quite a large tramp ship in her day - and was built at the now defunct Ayrshire Dockyard Co. Ltd., Irvine, in 1917. The second, of 9,500 tons deadweight, was built by Lithgows, Port Glasgow, in 1956

Our hosts, Haugesund Mekaniske Verksted A/S made this a notably Norwegian-Scottish occasion by inviting the Partick Thistle Football Team to play against the local Haugesund team, Vard, and the match took place at Haugesund Stadium on the Saturday afternoon. Many of our party went to the match and saw Partick Thistle win 4-0. We were assured it was a hard-fought contest; no love match!

Perhaps an even bigger draw in Haugesund than staunch Partick Thistle were the two stalwart members of the Glasgow Police Pipe Band, Pipe Major Ronald Laurie and Piper Alastair Mackenzie, who accompanied the party and whose not inconsiderable size, kilted splendour and skill with the pipes brought stares and gasps of admiration from our usually phlegmatic Norwegian friends.

Altogether, a very happy occasion and, as usual, the kindness and lavish hospitality of our hosts made it quite unforgettable.



We are grateful to a member of the Official Party for the following personal account of his visit to Haugesund,

H.M.V. 39 - M.V. "BARON INCHCAPE".

Acceptance Trials and Naming Ceremony at Haugesund on Saturday, 15th May, 1971.

We departed on a Charter Flight arranged by Haugesund Mek. Verksted A/S, from Abbotsinch (Glasgow) direct to Stavanger. The 'plane, a forty-four seat twin turbo-jet Fokker Friendship, is owned by the Norwegian Company Braathens S.A.F.E. (The Company's name was emblazoned in large letters along the fuselage of the aircraft - the latter part of the name was certainly most reassuring! For the curious, S.A.F.E. stands for South American and Far East).

In addition to the Naming Ceremony party, we also had on board Partick Thistle Football Team and Officials (the team was to play two invitation matches, one against Vard, the local Haugesund Team and the other in Stavanger), two pipers from the Glasgow Police Pipe Band - fortunately they were there only in a musical capacity – Mr. Sven-Jurgen Sandved, eldest son of the Managing Director of H.M.V., who took the opportunity of going home from the trials of university life and last but not least, Mr. Lorenz Nilsen, Public Relations Officer of H.M.V., who acted as our guide and ironed out any problems we had - a complement of forty persons.

Two hours after take-off we arrived at Sola Airport, Stavanger, where we boarded two coaches which took us on a short conducted tour around the outskirts of Stavanger. Our courier was a fount of information. One particular comment which I shall always remember was as we passed a small holding our lady informant told us that it had been in a particular family for generations and now only four sons lived there, adding with a sigh that each one was a bachelor!

We arrived at the quayside for the hydrofoil trip to Haugesund, which took just over an hour. The hydrofoil is a wonderful mode of transport and, if they can run them in Norway, I feel sure there should certainly be an opening for this type of fast, modern, means of transport on the Clyde.

We stayed at the Saga Hotel and, on the evening of our arrival, the Directors of H.M.V. had arranged a get-together party. We had a most enjoyable evening although no-one had warned me of Norwegian eating customs and I was rather surprised to have two helpings of the main course. I thought I would be wise when the sweet course arrived and took only a genteel portion for my "first" helping but, sadly, this proved to be my one and only as the sweet course didn't appear again as expected and I do have rather a sweet tooth!

Saturday arrived with brilliant sunshine but cold. Early risers walked down to the Yard - followed by those of us who snatched a few minutes more in bed and had to travel by coach in order to reach the Yard in time. Captain A.M. Fraser, who has taken the ship on her Maiden Voyage, was at the head of the companion ladder to greet all the guests. The vessel was gleaming in the sunshine and as soon as everyone was on board the ropes were cast off and the tugs hauled her away from the pier and we were under way in the hands of a very capable pilot. We had breakfast and lunch on board and were able to wander around the ship. There is really nothing more one can say about the interior except that it is first-class and one could call it a seagoing Hilton Hotel, There is even a lift to take you up to the bridge or down to the engine room.

A touching scene occurred on the way out of Haugesund as we passed a small island, hardly more than a rock, upon which stood a wooden house with a large flagpole flying the Norwegian flag. As the ship came abreast of the island this flag was dipped in salute and the vessel returned the compliment, at the same time sounding her fog-horn. The house on the island belongs to an old employee of the yard and this is his way of wishing the ship "Good Luck"! Some of the more adventurous climbed into the crane cabs but I took their word as to what there was to see! Whilst at sea, the swimming pool was christened by Herr Erlandsen who dived in, swam around, and came out again with no ill-effects.

Needless to say, nobody else followed suit!

In the early afternoon we returned to the pier from the Naming Ceremony which was very ably performed by the attractive Sponsor, Miss Claire Viney, in Norwegian and English. Afterwards, the ladies of the party were escorted round the vessel, this being their first opportunity for a closer look.

The big event of the day, as far as the younger people of Haugesund were concerned, was the football match in the late afternoon. Partick Thistle won this match 4-0 amid yells for the Jags (taken from Scotland's national emblem, the thistle) from the Scottish contingent and continental hooters from the Norwegians.

In the evening a reception, dinner and dance was held in the Haugesund Reception Centre. The pipers played and we all climbed the stairs with our Norwegian partners to the dining room, in the centre of which was a huge table 'loaded' (please excuse this adjective but it is the only one that fits the bill) with food of every description - cold and hot meats, fish and, of course, many different sweets. The dancing went on until the early hours of the morning and the police pipers, still resplendent in full highland regalia, were certainly much in demand as dancing partners by the ladies.

Later the same morning we were down at the Yard to wave farewell to "BARON INCHCAPE" and then made a short dash by car to the Karmsund Bridge to see her pass underneath. Captain and Mrs. Fraser were able to exchange last farewells, each on their respective bridge.

In the afternoon, we had a sightseeing tour on the Island of Karmoy. Unfortunately, the rain came on and curtailed our activities somewhat. We then caught the car ferry in the early evening from Skudesnehaven to Stavanger and thence by coach to the airport, where we again boarded our S.A.F.E. aircraft.

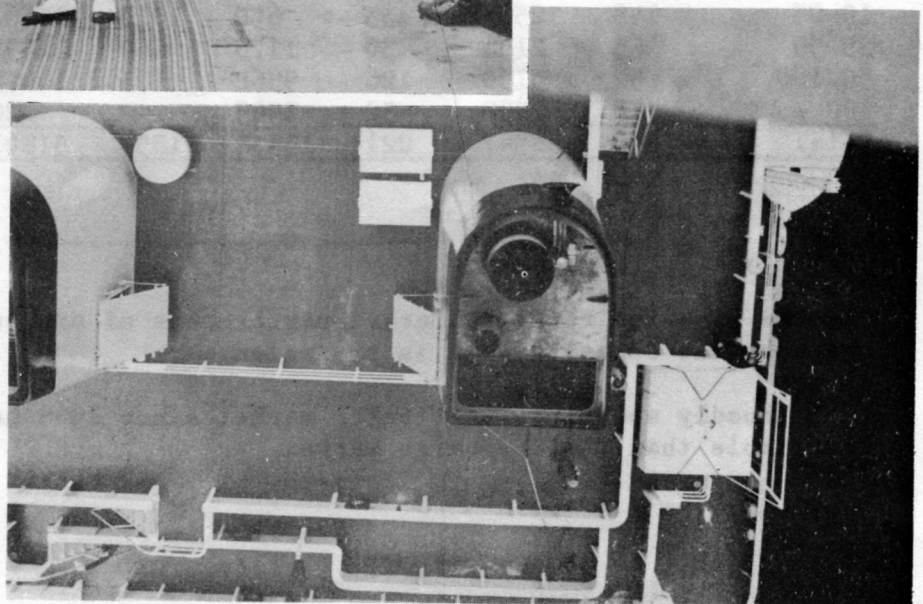
The entire weekend was a wonderful experience and all praise and thanks go to our Norwegian hosts for their kindness to us.



A.J.

The City of Glasgow
Police Pipers.

Did a seagull take
this photograph?



MARKET TRENDS.

The tables below illustrate the fantastic development in the bulk carrier fleet during the 1960’s and anticipated developments in the early 1970's.

The figures emphasise the increasing competitive situation of the market, and with the present dry-cargo market collapse, the future, with such a vast amount of tonnage on order, is pregnant with uncertainty.

TABLE 1.

Development of world bulk carrier order book 1961-71.

Date	Ore Carriers		Combination Carriers		Other Bulk Carriers		Total Order Book	
	No.	000dwt	No.	000dwt	No.	000dwt	No.	000dwt
1.1.1961	38	838	5	218	190	3924	233	4980
1.1.1966	26	1371	48	3445	351	12144	425	16960
1.1.1971	23	1549	173	26359	505	20466	701	48374

TABLE 2.

Size distribution of vessels on order January 1, 1971.

Size in tons dwt. ('000)	Ore Carriers		Combination Carriers		Other Bulk Carriers		Total Order Book	
	No.	000dwt	No.	000dwt	No.	000dwt	No.	000dwt
10-25	3	39	-	-	112	2166	115	2205
25-50	7	186	2	99	256	7634	265	7919
50-100	7	536	15	1189	102	6403	124	8128
100-150	4	461	55	6416	32	3797	91	10674
150+	2	327	101	18655	3	466	106	19448
Total	23	1549	173	26359	505	20466	701	48374

TABLE 3.

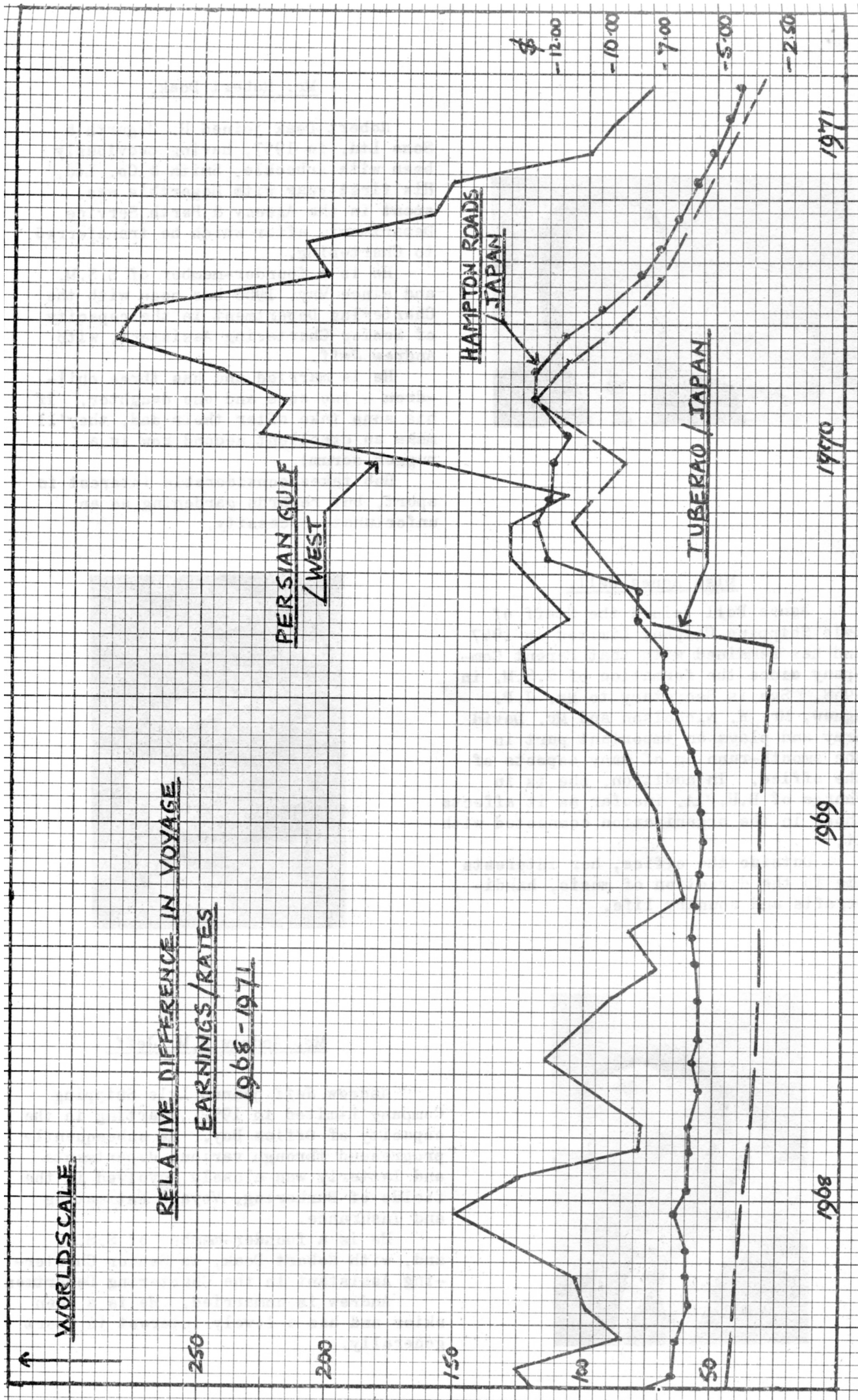
Size distribution of world bulk carrier fleet as at January 1, 1971.

Size in tons dwt. ('000)	Ore Carriers		Combination Carriers		Other Bulk Carriers		Total Order Book	
	No.	000dwt	No.	000dwt	No.	000dwt	No.	000dwt
10-25	145	2503	33	650	1019	18461	1197	19614
25-50	65	2156	30	1175	660	22039	755	25370
50-100	52	3190	126	9568	173	10475	351	23233
100+	10	1098	32	3945	7	826	49	5869
Total	272	8947	221	15338	1859	51801	2352	76086

To show the relative market performance of dry and tanker markets, the graph on the opposite page is presented

Broadly speaking the tanker market since 1968 has proved more profitable than the dry cargo market.

R.S.T.



Mr. Robert Doak.

Robert Doak joined H. Hogarth & Sons Ltd. in 1957, having previously been with Arbuckle, Smith & Co. Ltd. His first year with Hogarth's was spent in the Agency & Berth Service Department, after which he transferred to Chartering.

He is a founder-member of S.S.M. and since May, 1968 has been with the Chartering Department in the capacity of Senior Chartering Assistant, with Andrew Jeff.

He is married and has three children - two sons and one daughter. If his sons take after their dad, they'll make an excellent second row in a rugger scrum!

Bob takes considerable interest in sport, but regards gardening as an unfortunate necessity.

Miss Agnes Bell.

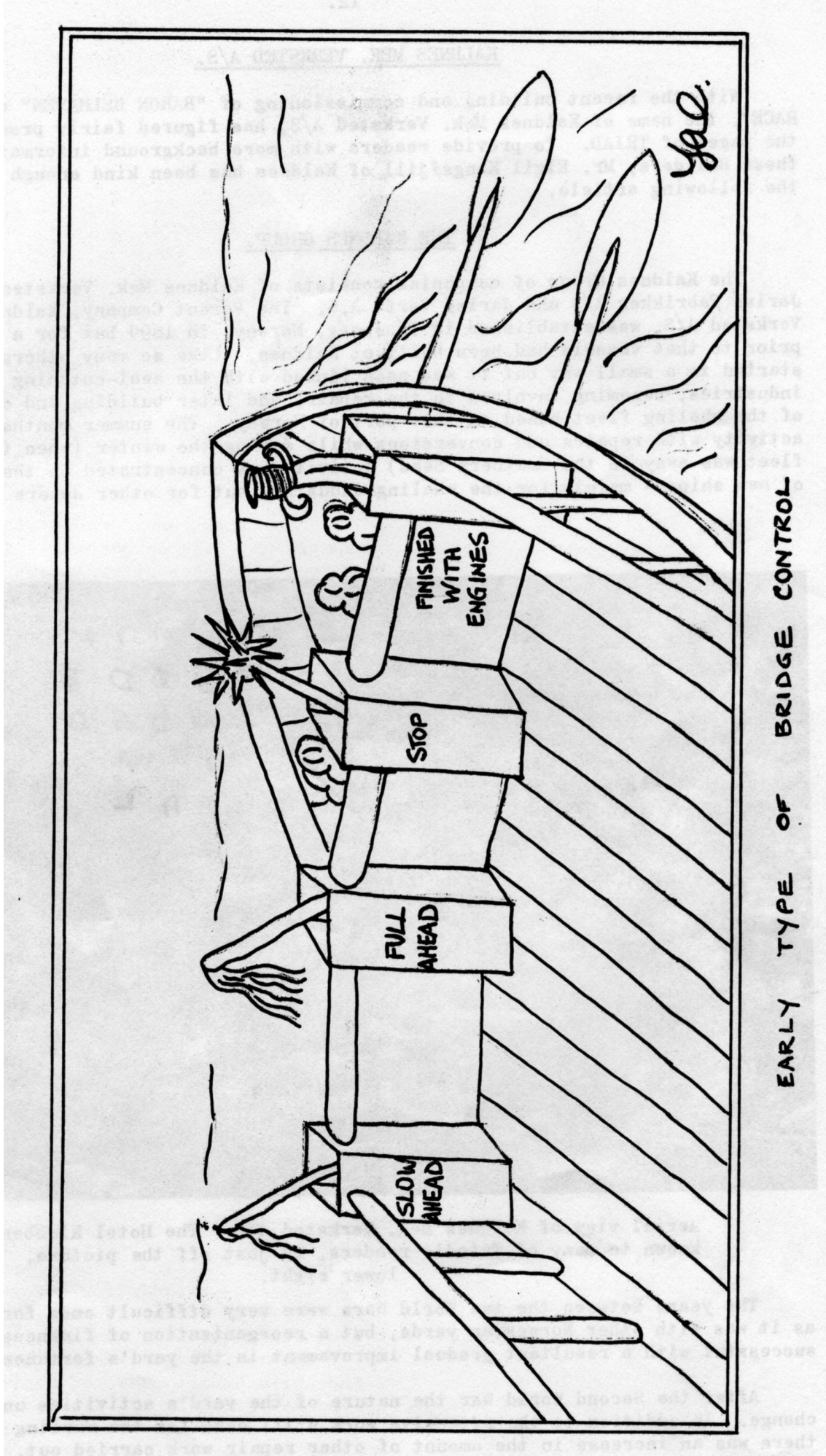
Agnes Bell joined the Staff of Lyle Shipping Company Limited in 1947 and has remained with that Parent Company since the formation of S.S.M. in 1968. She is Secretary to Mr. J.P. Agnew, Mr. W. Nicholson and Mr. David Gray and plays an important part in the smooth-running of many aspects of the office. In addition, she is in charge of B.U.P.A. insofar as it affects those in the organisation connected with it.

Mr. Andrew R.M. Jeff.

Andrew Jeff joined Lyle Shipping Company Limited in 1952, starting in the capacity of Office Boy. He subsequently progressed through various departments and latterly was closely involved in the fields of Bunkering, Voyage Estimating and Insurance.

He is a founder-member of S.S.M. and, with Robert Doak, is Senior Charter--ing Assistant in the Chartering Department.

Andrew is unmarried. He is a keen skier and has a lively interest in sport generally.

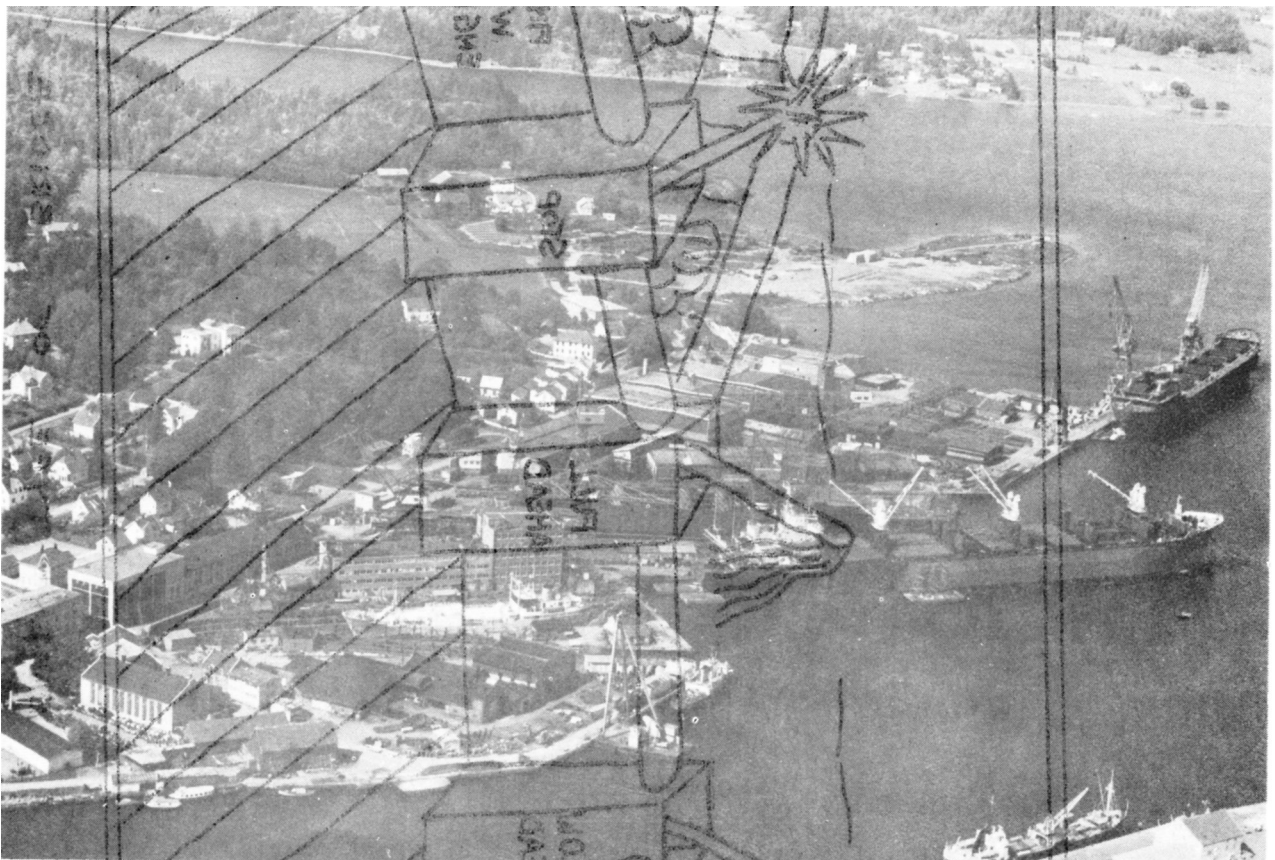


KALDNES MEK. VERKSTED A/S.

With the recent building and commissioning of "BARON BELHAVEN" and "CAPE RACE", the name of Kaldnes Mek. Verksted A/S has figured fairly prominently in the pages of TRIAD. To provide readers with more background information about these Builders, Mr. Eigil Kongsfjell of Kaldnes has been kind enough to send us the following article.

THE KALDNES GROUP.

The Kaldnes Group of companies consists of Kaldnes Mek. Verksted A/S, Jarlsø Fabrikker A/S and JarIsø Verft A.S. The parent Company, Kaldnes Mek. Verksted A/S, was established in Tønsberg, Norway, in 1899 but for a long time prior to that vessels had been built at Kaldnes. Like so many others, the Yard started in a small way but it was soon linked with the seal-catching and whaling industries, becoming involved in the repair, and later building and converting, of the whaling fleet based on that part of Norway. The summer months saw great activity with repairs and conversions while during the winter (when the whaling fleet was away in the Southern Seas) activity was concentrated on the building of new ships - mainly for the whaling industry, but, for other owners as well.



Aerial view of Kaldnes Mek, Verksted A/S, The Hotel Klubben, known to many of Triad's readers, is just off the picture lower right.

The years between the two World Wars were very difficult ones for Kaldnes, as it was with other Norwegian yards, but a reorganisation of finances was successful with a resultant gradual improvement in the yard's fortunes.

After the Second World War the nature of the yard's activities underwent a change. In addition to the extensive work still done for the whaling industry, there was an increase in the amount of other repair work carried out. It was during these years that considerable extensions and modernisation of the yard took place, thus permitting building in up-to-date conditions. From being a 'typical' repair yard with the building of new vessels merely as an 'accumulator', Kaldnes was now an efficient, modern, well-equipped yard with newbuildings accounting for 90% of its production capacity.

These building activities are concentrated around two building berths with the following dimensions:-

Berth 1	Length 625'	Breadth 86'
Berth 2	Length 587'	Breadth 90'

which means that vessels up to 35,000 tons deadweight can be built. Six cranes, of which two have a lifting capacity of 50 tons, operate in this berth area.

The yard also has a drydock which is capable of accommodating vessels up to the following sizes:-

Length 490' Breadth 68' Depth 22'

and this drydock is equipped with two ten-ton cranes.

The yard's present output capacity is 100,000 tons deadweight in a year, or the equivalent of four 25,000-ton deadweight bulk carriers, and the present employment roll is approximately 1,350 persons.

The mention above of bulk carriers does not mean that the yard confines itself solely to that type of ship, for various other types have been delivered – liners, vessels for the carriage of rolled newsprint, car - and passenger-ferries and coastal and North Sea cargo vessels. However, because of keen competition in the shipbuilding industry, the yard has had to specialize to a great extent and quite early on delivered the first prototype of a bulk carrier. A development of this theme came later on with the delivery of a car/bulk carrier and, so far, ships of this type have been built with tonnage of 15,000, 20,000, 25,000 and 30,000 deadweight.

To date, ten vessels of the yard's standard type of 25,000 ton deadweight bulk carrier have been delivered and a further nine of the same type are on order. Meantime, this series has temporarily stopped at nineteen ships and the yards order book is full, which means capacity working until the third quarter of 1973.

Kaldnes has had, and still has, customers from many countries as well as Norwegian, of course. Indeed, all the vessels presently on order (April, 1971) are for foreign owners i.e. Danish and French. During the summer of 1970 the yard delivered a 30,000 tons deadweight open car/bulk carrier to Wilhelm Wilhelmsen, Oslo, and this ship was equipped with a car-deck of Kaldnes' own design, which is now patented. The car-deck is being produced and marketed in co-operation with A.S. Kvaerner Brug, Oslo.

Kaldnes Mek. Verksted A/S is the parent company in the Kaldnes Group, which also consists of Jarlsø Fabrikker A/S and Jarlsø Verft A.S., situated at Jarlsø, an island about six kilometres outside Tønsberg. A photograph of this island is shown. The island is centrally situated in Oslo Fjord and, as a matter of fact, has a richer history than any other place in the district.

Jarlsø Fabrikker A/S (previously known as Tønsberg Harpunfabrikk A/S) was established in 1912. The large expansion in the whaling industry which came about with the increased catching of whales in the Great Southern Ocean created the need for a factory for the production of whaling equipment. Gradually, over a period, the firm was extended in its activities to the making of anchors, iron and steel castings, etc. However, during the Second World War, tools and equipment for the construction industry were the most important products.

In 1946 Kaldnes Mek, Verksted A/S bought the majority of the company's shares in order to secure the necessary areas for proposed expansion of the yard's shipbuilding work. However, at that time the need for space was not acute and Jarlsø Fabrikker's new owners desired to continue the operations of the factory which, at that time, employed a total of forty-six persons. The range of items produced was widened amongst other things to steel transmission towers, tanks and the country's first hot-dip galvanising bath.

In 1949 Kaldnes took over the island of Jarlsø and new plant was introduced. From 1954 the site has been continuously expanded until today the roofed-in area covers about 18,000 m². The firm now has the largest hot-dip galvanizing plant in Scandinavia and the three baths contain, between them, nearly 800 metric tons of floating zinc. The capacity of this hot-dip galvanising division is about 25,000 metric tons of steel in a year.

The construction of steel towers has been mentioned above and, in connection with them, Jarlsø Fabrikker A/S have built a test power-station - the only one of its kind in Scandinavia - where the strength of the towers built can be calculated and tested. Automatic and semi-automatic drilling machines are used in the building of these towers. All-welded vices, which are marketed under the trade name of 'Viking', are also produced here, automatic machinery being largely used in their manufacture. Today, the factory employs 510 persons.

The firm of Jarlsø A.S. was established in 1915 and until 1930 they built ships. In 1949 Kaldnes Mek. Verksted A/S took them over and at that time it was decided to build a modern foundry. This foundry first went into production in 1953. The foundry was built in the old plate hall of the former shipyard - a reminder of the company's shipbuilding days - and in this foundry high grade machinery castings are produced. The first of these were fabricated in alloyed and unalloyed grey iron, but later SG-iron was also included in the programme. Most of these castings are made for builders of diesel engines and hydraulic machinery.

In 1961 a large expansion of the foundry was carried out with the result that its capacity has been considerably increased. A new hall, twenty metres in width and seventy-five metres long, has been built, the total area of the foundry being 10,000 m². Equipment includes semi-automatic moulding gear which is electronically controlled, as well as fully automatic sand preparing equipment. In addition, a new fettling shop has been installed. In the older part of the foundry comprehensive new installations were introduced in 1970 which means that this section, which produced medium-sized castings, is now automatic. All iron used in the foundry is melted in a high frequency furnace providing a melting capacity of 12,000 tons per year. This firm employs 220 persons.



The Island of Jarlsø

The Kaldnes Group, with nearly 1,900 employees on its payroll and a turnover of about two hundred and eleven million Norwegian Kroner in 1970, is the largest firm in the County of Vestfold. Wages paid in 1970 amounted to 60.2 million Norwegian Kroner and social contributions topped 7.8 million Norwegian Kroner. In view of these figures, it can be readily understood that for Tønsberg and the neighbouring municipalities of Nøtterøy and Sem, the wellbeing of the Kaldnes Group is of vital importance.

M.V. "TEMPLE HALL".

For various reasons it has not been possible, in the past, for me to visit any of our ships when they visited Glasgow or the surrounding district. It was, therefore, with great pleasure that I was able to accept an invitation from the Chairman and Directors of Upper Clyde Shipbuilders Ltd., to be present at the naming ceremony of M.V. "TEMPLE HALL" at their Clydebank Division on Wednesday, 26th May 1971.

Transport was provided and so, along with other members of Scottish Ship Management and guests, I was very soon watching Mrs. Victor Wood gracefully perform the naming ceremony. The traditional bottle of champagne failed to break, however, no matter how much we all willed it to do so, but fortunately a gallant gentleman on board the ship managed to give the reluctant bottle a resounding smack against her side, whereupon it splintered and smashed - to our cheers of delight, and relief. Then followed a charming part of the proceedings when little Miss Maureen O'Neill presented the Sponsor with a bouquet and in return was given a pretty basket of flowers.

The next item on our itinerary included a tour of the ship, which proved to be extremely interesting. The Radio Officer's Room was of particular interest to me as I am usually the first person in the office to speak to our ships when we contact each other; now, in my mind's eye, there will be a picture of a compact room with an efficient array of up-to-date radio equipment - and an equally efficient radio officer!

Most efficient, too, was the Bridge with its mass of intricate electronic and radar equipment which obviously require a high degree of skill to operate - and understand!

Accommodation throughout for all the crew members appeared to be very commodious; the decor was in excellent taste, I thought, and there were several attractive arrangements of colourful plants here and there which added to the overall pleasing effect.

Altogether a beautiful ship, inside and out and I am sure it must be a pleasure to sail and work in her.

From the ship we were escorted to the Model Room which was of great interest with its reminders of the past. There, with many other guests, we listened to Mr. Anthony Hepper deliver his speech and conclude by asking the Sponsor to accept, from the Builders, a beautiful bracelet which she was obviously delighted to receive - saying so in the nicest possible way. Mr. Victor Wood replied to Mr. Hepper. After these short, but succinct, speeches we had an opportunity of mingling and chatting with old friends and acquaintances from London and elsewhere and to meet new ones. At the same time we did justice to an excellent buffet lunch, consisting of a delicious assortment of dishes which had been baked and prepared by the Catering Staff of Upper Clyde Shipbuilders. Now, sometime after the event, my mouth still waters at the recollection!

All too soon, it seemed, we were leaving Clydebank and returning to Buchanan Street to resume our duties, and come down to earth, at Scottish Ship Management.

Indeed, a truly enjoyable occasion which was greatly appreciated by everyone, I am sure, and I for one will always remember how interesting and exciting it proved to be. My thanks to all who made it so.

The cover photograph gracing this Summer number of TRIAD shows "TEMPLE HALL" during her trials in the Firth of Clyde. We are indebted to Upper Clyde Shipbuilders Ltd. for the photograph.

E.McK.

CROSSWORD
(Solution on Page 39)

Across

1. An explosive journal (8)

5. Final stroke at golf (4)

8. Bird of prey (7)

10. Melody (3)

12. Are the London bargains found here? (9)

14. Finish (3)

15. Completed (5)

16. To act as one (5)

19. Prohibit (3)
20. Good Friend (3)

21. Position (5)

25. Different (5)

28. Depression in a mountain range (3)

29. To that (archaic) (9)

31. Possessive pronoun (3)

32. Fishes fins (7)

33. Garden implement (4)

34. Expose to risk (8)

1		2		3		4			5			6
							7					
8					9				10	11		
				12					13			
14								15				
			16		17		18					
	19							20				
					21	22		23			24	
25		26		27					28			
29							30					
31						32						
33					34							

Down

1. Mariner found in the stream (6)

2. Magnificent (5)

3. Semi-precious stone (6)

4. Most recent compass directions (6)

6. Weary (5)

7. Protective clothing (4)

9. Exclamation (2)

10. Help (3)

11. Highest standard (5)

13. Bird lost in the pines (5)

16. Beneath (5)
17. Playful demon (3)

18. Girls name (3)

19. Immerse (5)

22. Lime tree (6)

23. Nerve disease (6)

24. Not so far apart (6)

25. Different (5)

26. Possessive female (3)

27. Paper Measure (4)

28. Metallic Noise (5)

30. Preposition (2)

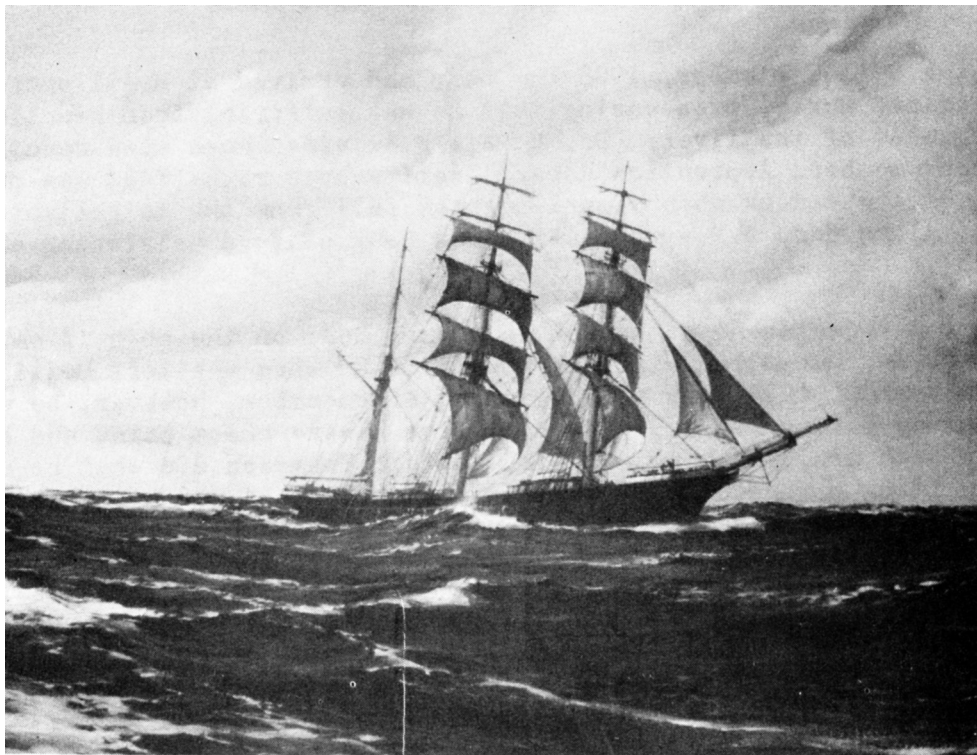
J. T. M.

THE HOGARTH JAWBREAKERS

The square-rigged sailing ship is - many might say regretfully - a thing of the past. This is as true as it is to say that they were objects of great beauty and it is a fact that there is an undying, perhaps even an increasing, interest in them just as there is, for instance, in the steam locomotive, so let us dwell on a few of them that now exist only in memory, name and pictures.

Before steam-powered "BARONS" dominated the Hogarth fleet and became known in just about every port in the world, Hugh Hogarth of Ardrossan and Glasgow was the owner of a sizeable fleet of sailing vessels which, in their time, were famous in shipping circles throughout the world.

Perhaps the best-known of these all bore the names of places to be found in the West of Scotland - there were six in particular which could hold their own with most square-rigged cargo carriers then afloat. These were "OCHTERTYRE", "MACHRIHANISH", "CORRYVRECHAN", "ARDNAMURCHAN", "BALLACHULISH" and "COLINTRAIVE", all built of iron or steel and it is obvious why they soon became known as the "Hogarth Jawbreakers". A seventh which bore the name of a West of Scotland locality was the barque "DRUMADOON" but she was older, having been built in 1876 in Nova Scotia of wood.

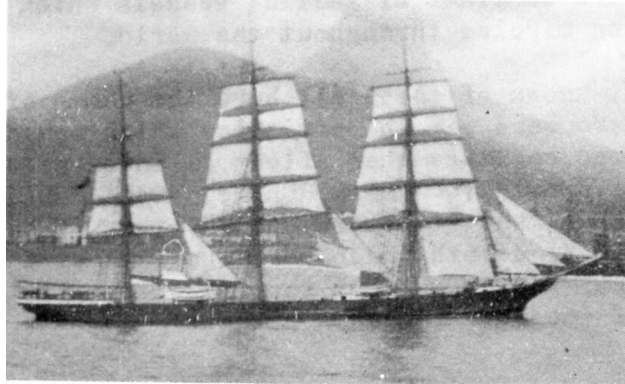


"OCHTERTYRE".

Taken from a photograph of the original
oil painting by Montague Dawson
which hangs in the Board Room at
Princes Square.

The first-named, "OCHTERTYRE", was an iron barque of 1299 tons nett built in 1885 by Robert Duncan of Port Glasgow and she was, in fact, the last 'wind-powered' ship to sail under the Hogarth house flag, being sold in 1910 to Norwegian owners and renamed "HAVFRUEN". Subsequently, she was lost off the Falkland Islands in October, 1911. Reference to the ship's Official Log dated 23rd March, 1908 helps to underline the great changes which have taken place on board ocean-going ships over the years. For instance, a random glance introduces us to one John Murty, an able seaman on board who, on 24th August, 1908 was laid up sick. Captain John Thompson was unable to diagnose anything particular wrong with Murty who, indeed, returned to work of his own free will the following day. His recovery was short-lived, however, for on the 26th

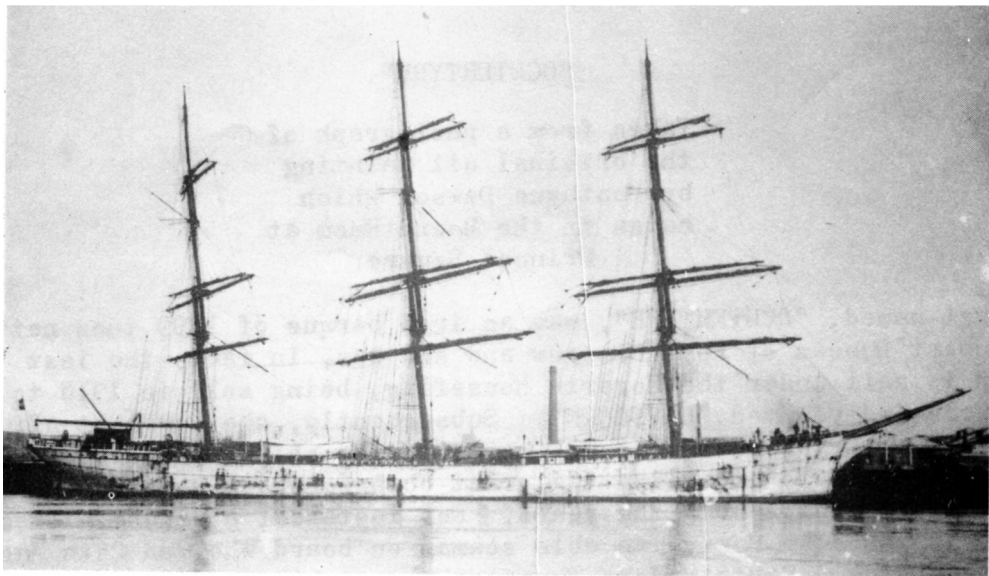
August he had again taken to his bunk, complaining of shortness of breath and diarrhoea which rendered him incapable of getting aloft. Captain Thompson gave him some castor oil but as the days passed he continued unwell, in spite of an invalid's diet of diarrhoea mixture, beef tea, toast and arrowroot. No one could have been more attentive than Captain Thompson and as each day's log entry unfolds, the reader's hopes and fears for poor Marty's wellbeing first rise, then fall.



"MACHRIHANISH" at Cape Town.

By the 29th September, 1908 the ship had arrived at Mejillones where a doctor examined Murty, pronouncing that he was suffering from heart disease and enlargement of the liver. Dr. MeVail's services were also required for another crew member, Apprentice Robert Scott, whose right foot was pierced and impaled to the deck when a marlin spike fell from the to'gallant yard, and for A. Alexander, A.B., who suffered a bout of food poisoning after eating shell-fish!

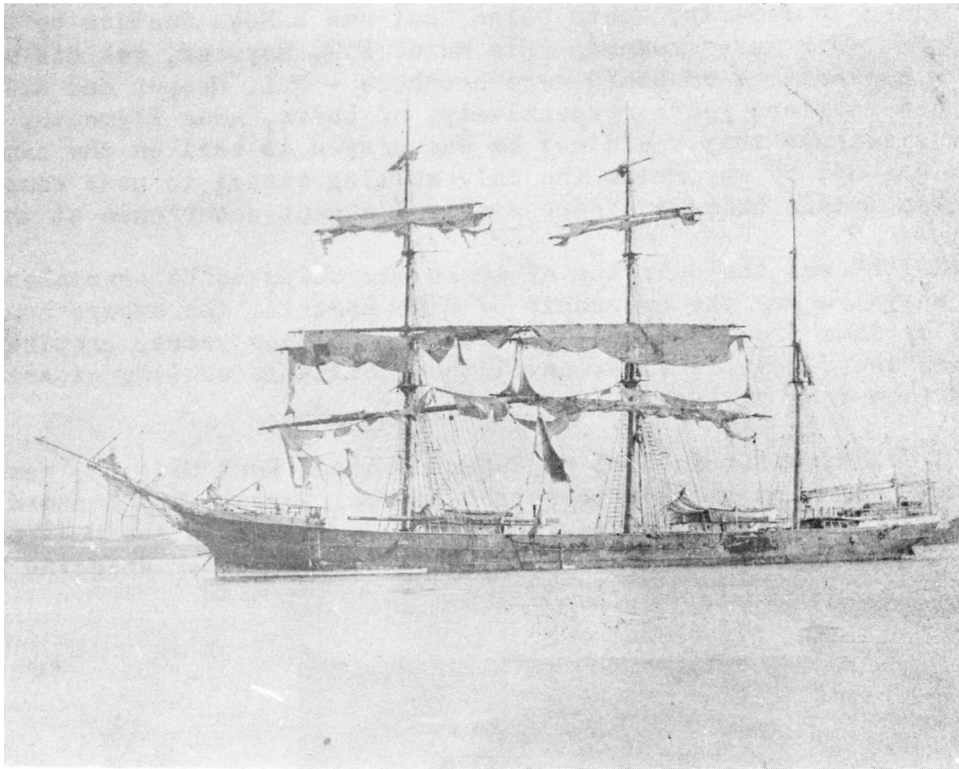
Murty was declared fit enough to return home on the ship if employed on light duties, so he sailed with the "OCHTERTYRE" when she left Mejillones on the 15th November, 1908. By the beginning of December, however, he was again laid up and by Boxing Day was suffering from severe chest pains and having difficulty with his breathing. Again, Captain Thompson did what he could for the man, putting a turpentine fomentation on his chest and a 'soothing mixture' was administered which gave temporary relief from coughing. Murty seemed to respond, for by the 29th December he was fit enough for a turn around the decks, aided in his progress by applications of epsom salts and tincture of steel, taken twice a day. However, by New Year's Day, 1909 John Murty's state of health had again taken a turn for the worse and, added to his tribulations were badly swollen legs and feet. As the days passed his condition seemed to see-saw, but on balance got worse so that by the 13th January he was feeling 'very-bad'. Poor John, the dropsy was by now spreading over his body and face



"BALLACHULISH".

A photograph taken at Adelaide after
the ship had become the
"SANDVIGEN".

and Captain Thompson was applying turpentine fomentations over the liver and giving Murty opium pills. At this juncture the reader is momentarily heartened to observe that he was feeling better and hope was still fairly high on the 20th January. The ship was nearing home by now - could he hold out a bit



“CORRYVRECHAN”
displaying evidence of a hard passage.

longer? This improved condition seems to have persisted until the 28th January when a further deterioration set in, which resulted in the administration of iodoform and bromide of ammonia. The situation continued to worsen, Murty becoming delirious and by the 6th February the Master thought that his condition was hopeless. On the following day Murty lost his power of speech and at 5 p.m. on the 7th February, when the "OCHTERTYRE" was nearing the end of her voyage, poor Murty reached his - he died. So ended an incident which today, with radio and modern medicines, would almost certainly have had a happier ending, for John Murty obviously was a typical case of congestive cardiac failure, quite easily treated nowadays by rest, digitalis and diuretics.

The last of the iron/steel vessels named above - "COLINTRAIVE" - was a steel, three-master and also the last sailing ship to be built for Hugh Hogarth. She was completed by A. Rodger & Company, Port Glasgow, in October, 1892 but,



regrettably, her life was a short one. On the 16th March, 1894 she sailed from Newcastle, N.S.W., with a cargo of coal bound for San Francisco and from that day was never seen or heard of again. It must, therefore, be assumed that Captain W.E. Raymond, who lived in Penarth, South Wales, but was a Nova Scotian by birth, and his crew of twenty-six were drowned. His Mate, F.W. Raymond, was his son and two of the six apprentices on board were brothers - J.L. Hooper and W.J. Hooper, aged fifteen and fourteen years respectively, of Laira, near Plymouth. Today, close relatives such as that would not be encouraged to sail on the same ship. "COLINTRAIVE" was not by any means the only sailing vessel to pass completely beyond human ken - this being a distressingly frequent occurrence at that time.

"COLINTRAIVE" was the only one of these six ships to be overtaken by an unhappy fate whilst under the ownership of Hugh Hogarth, the others continued to trade more or less free of adventures for a good many years, proving themselves useful units of their Owner's fleet until the inevitable ousting of sail by steam removed them from the scene.

"MACHRIHANISH", built in 1883 by Robert Duncan, Port Glasgow, was an iron three-master and was sold in 1908 to Acties Avance, Norway, and renamed "AVANCE". On 6th June, 1911, whilst on passage from Lobos de Tierra to the United Kingdom with a cargo of guano, she was wrecked on Lobos Island, after dragging her anchors.



Captain E. L. Anderson.

"CORRYVRECHAN" was a steel barque of 1356 tons gross, 1266 tons net, built by Robert Duncan in 1885. She remained in the Hogarth Fleet until 1909 when she was sold to T. Dannevig, another Norwegian owner, and renamed "SVENOR". On the 21st May, 1914, she was abandoned off Tasmania whilst on passage from South Georgia to Newcastle, N.S.W. in ballast.

The "ARDNAMURCHAN" was Hogarth owned for 19 years, being completed by Russell & Company, Port Glasgow, in June, 1890 and sold to Italian owners, P. Schiaffino, in 1909, at which time she was renamed "SPERAZA". A steel three-master, she lasted until 1926 when, by then under the Norwegian flag, she was broken-up in Holland.

The last of the group, "BALLACHULISH", was built in 1892 by A. Rodger & Company, Port Glasgow, being a steel three-master. She too was subsequently bought by Norwegians - Sven O. Stray & Company, in 1909 and renamed "SANDVIGEN". In 1923 she passed into French ownership and in the following year was hulked in New Caledonia.

As already mentioned, these ships gave good service to their Owner but the one which stood out above the others and really made a name for herself was the "MACHRIHANISH" which in his book, *The Last of the Windjammers*, Basil Lubbock described as 'A beauty and the clipper of Hugh Hogarth's fleet'. Undoubtedly, over the years this ship built up an enviable reputation for speed resulting

from several record passages - some of which stand to this day and will, therefore, presumably stand for all time. One of the most notable of these was when, under the command of Captain James A. Sanders, another Nova Scotian, she sailed from Portland, Oregon, with a full cargo of tinned salmon and, after crossing the Astoria Bar at the mouth of the Columbia River on 6th January, 1892, she arrived off the Fastnet on 5th April, 1892 - eighty-nine days out by way of Cape Horn, although owing to uncertain winds she was prevented from entering Queenstown until two days later. A sad note is struck when recalling this passage, which Captain Sanders must have commenced with a heavy heart. Examination of the relative Crew Agreement discloses a somewhat cryptic pencilled notation, on the first page, which states 'One death'. A closer examination of the inside pages soon reveals that this refers to Captain Sander's wife, Mary A. Sanders, who appears to have suffered a cerebral hemorrhage - described in the log entry as 'A clot of blood on the brain' - shortly before the ship's arrival at Portland. She was buried at sea.

Another of "MACHRIHANISH's" passages worth recalling is a ballast run, in 1901, from Cape Town to Otago Heads, New Zealand, in thirty days, the ship docking in Wellington the day after arriving off the Heads. A feature of this run was that "MACHRIHANISH" and the New Zealand Shipping Company's S.S. "PAPAROA" left Cape Town together and both arrived off the New Zealand coast twenty-six days out. "MACHRIHANISH's" best run for one day during this passage was 320 knots. After arriving at Wellington, the ship loaded wool at that port for London and her master at this time was Captain E.L. Anderson. A photograph of that gentleman is included here. It was taken in Hamburg in July, 1908.

Perhaps these passages, and most carried out by other ships of the fleet, were in part achieved because all the Hogarth 'wind-powered' ships of that period used sails made of cotton canvas woven in Yarmouth, Nova Scotia, and the masters claimed that in light winds this cotton canvas was 'Worth an extra knot an hour'.

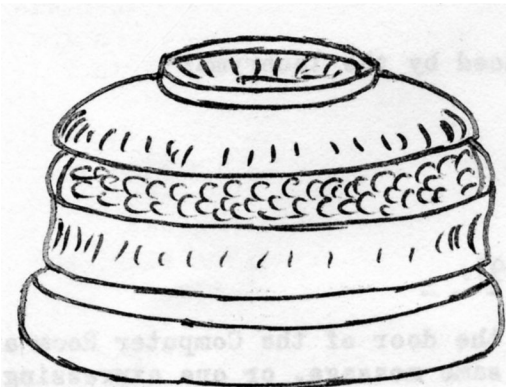
The 'odd man out' amongst these ships, "DRUMADOON", met an untimely end when she was destroyed by fire at Galveston, Texas, on the 26th November, 1886.

So ends this story of the 'Hogarth Jawbreakers' of which one at least, the "MACHRIHANISH", could also claim to be a record breaker.

A.A.M.

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Elsewhere in this issue is to be found an article on a series of monstrous sized pies. Continuing in a similar vein, we give here, for those with cast-iron tums and outsized jaws, a recipe - and diagram - of another pie which, frankly, just sounds monstrous! It is the creation of a pupil at one of Glasgow's better-known boys' schools, obviously an inventive genius who should go far if his eating habits don't kill him off at an early age. It (the pie) is called a 'Hewdon Special'.



_____ Slice of Tomato.

_____ Half Roll.

_____ Baked Beans (in 'well' of)

_____ 'Glasgow's Own' Mutton Pie.

_____ Half Roll.

NOTE: Economy Model - Same as above, minus Tomato.

QUIZ.

1. Which metal has the atomic number 12 and is obtained mainly from sea water?
2. Name the range of mountains in the Himalayan chain nearest to Europe.
3. Who were Resurrection Men?
4. How many segments are there in a darts board?
5. In which country is lacrosse the national summer game?
6. The River Dee forms the boundary between North Wales and England. Where is its source?
7. Name the remorseless French enemy of the Scarlet Pimpernel.
8. What kind of animal was Shere Khan, the outlaw of the jungle in Rudyard Kipling's Jungle Book?
9. What is the common name for the disease called Tetanus?
10. Which British island in the South Atlantic had to be evacuated in 1961 because of a volcanic eruption?
11. What was the name given to the Celtic priests whose sacred symbols were the oak tree and the mistletoe?
12. What food is associated with Chelsea and Bath?
13. How did Xerxes get his army across the Hellespont in 480 BC?
14. What is a Corsican's nationality?
15. Name the river in which the rats of Hamelin (of Pied Piper fame) were drowned.
16. What is the characteristic of a "prehensile" tail?
17. In the educational world, what is Oxbridge?
18. What is another name for a mandible?
19. Name the fluid in the human body produced by the lachrymal glands.
20. What is "Poste restante"?

(Answers on page 39).

The warning notice below is to be found on the door of the Computer Room at the East Kilbride Inland Revenue Building. The same message, or one expressing the same sentiments, might appear on another Computer Room door much nearer home!

ACHTUNGS ALLES LOOKENPEEPERS!

Das computermachine ist nicht fur gefingergerpoken und mittengrabben. Ist easy schnappen der springenwerk blowenfusen und poppencorken mit spitzensparken. Ist nicht fur gewerken bei das dummkopfen. Das rubbernecken sightseeren keepen hands in das pockets relaxen und watch das blinkenlights.

The following article is particularly recommended to those readers who are striving to keep their weight down.

GREAT PIES OF THE PAST.

It was sixteen feet long, sixteen feet wide, and one foot, six inches deep. It contained three tons of meat and two tons of potatoes and it was divided up into portions enough to satisfy the appetites of thirty thousand people. It was, in fact, the biggest pie in the world - the Denby Dale Pie, 1964 model.

Denby Dale is a village in the West Riding of Yorkshire, nestling in the industrial hills of the Pennine Range. The great Denby Dale Pie was served on 5th September, 1964 and was made to commemorate the births of the four royal children that took place that year.

The festivities that surrounded this great and unusual occasion - such as a trade fair, brass bands, motor-cycling and parachute displays, among many other things - attracted about a quarter of a million people to fields, near the village, covering three hundred acres.

The pie, enormous though it was, could only feed a fraction of this number. It was baked in a nearby barn twenty-four hours before being served.

To the older inhabitants the occasion brought back memories of the last Denby Dale pie that was cooked. That was in 1928, when proceeds of over £1,000 were donated to the nearest large hospital, the Huddersfield Royal Infirmary.

It was the best show in Denby Dale for years. The village was fully decorated; every house and building being trimmed. One local person recalls that "We, in our home, spent many hours for several weeks in our spare time making trimmings and banners which we painted in large letters for the occasion and hung out on show".

Evidently, towards the end of the making of this great pie, much anxiety was felt and the people responsible for it slept little; the pie had to be guarded to prevent serious damage being done to it by jokers.

About one hundred thousand people went to view the pie and between twenty thousand and thirty thousand enjoyed portions of it. The pie contained four bullocks, six hundred pounds of beef, fifteen hundredweights of potatoes, eighty stones of flour, two hundredweights of lard and two stones of baking powder. Altogether, it weighed forty-five hundredweights.

The dish was steel, weighing thirty-five hundredweights, so the combined weight came to about four tons. It measured sixteen feet by five feet and huge supports were placed in the dish to keep the pie from sagging.

The dish was mounted on wheels and could be pulled on and off the pie at will so that the baking could be closely observed. It took nearly one and a quarter days in all to bake and the women bakers were assisted by five local butchers.

But at one o'clock in the afternoon when the pie was baked it was obstinate and would not come out of the oven. The struggle lasted an hour more than planned and the greatest difficulty was encountered when it was half-way out of the oven, part on wagon and part in oven. The weight forced the runners into the soft wood of the planks on the wagon. Jacks were used to lift it at first, very short distances and for the last few yards steel rails had to be used.

The procession that followed consisted of mounted police, Denby Dale Silver Prize Band, the Pie itself, bakers and cooks, a quarter of a mile of procession of decorations and decorated wagons and other vehicles and children and adults in every imaginable costume.

They all paraded the pie through the village streets and at its destination

in Inkerman Park speeches were made. Then carvers one yard in length were used to attack the crust and there were sighs of relief when it was seen to be a 'good pie'.

Assistants then began to ladle the pie into nine baths - steaming meat, potatoes and gravy - which were then carried to tables arranged in a large half-moon shape. Scores of Fat Cakes helped out the crust and the goodness of the pie was shown by some people having three helpings! These were served on plates with a picture of the Pie printed on them.

The 1964 Pie was the eighth to be made. The first was in 1788 to commemorate the recovery of King George III from mental illness and the second Pie came in 1815 honouring the peace after the Battle of Waterloo and the defeat and downfall in Napoleon.

The third Pie - known as the "Monster Pie" - was made in August, 1846 to celebrate the repeal of the Corn Laws but when the great day arrived for the Pie to be served, a near riot broke out amongst the thousands of people who had gathered for the occasion. When it was cut into a terrible smell rose from the Pie. It was bad, terribly bad. People backed away from the scene, falling on top of each other. What had happened to the Pie? The cooks had been specially employed to make it and they had made a great mistake. They had added hot ingredients to cold ones in the making, day after day, and also they had used too much game. Celebrations were to have been held in Inkerman Park, the field where the Pie was opened. Instead, the Pie was buried in quicklime in Toby Wood as quickly as possible! To its memory funeral cards were printed and they bore the following inscription:-

Strong, strong was the smell that compelled us to part,
From a treat to our stomach and a salve to our heart,
Like the last Denby Pie which the crowd did assail,
Its contents a rank mixture, it quickly turned stale.

This mystic Pie, so large and rare,
Smelled awful as a tomb,
But came to show how long a pie,
In Denby Dale could bloom!

Undeterred by this miserable effort, the organisers made another pie the following month and this time no risks were taken. There were no special cooks brought in from outside and it was made by the women of the village and the adjoining hamlets. This time, all went well.

August 1896 was the date of the next Pie, this time in remembrance of the repeal of the Corn Laws. The 1964 Pie proved to be the biggest ever made. The huge dish to contain it was made by an engineering firm at Otley, Yorkshire, a market town just north-west of Leeds. It reached its destination by way of the Leeds and Liverpool Canal and on the first day of its sail it went along the canal very comfortably, carrying ten passengers. But then, when it was anchored for the night, it sank and so the rest of its journey to Denby Dale had to be made by lorry.

So, it is undoubtedly the case that the various Denby Dale Pies, as well as providing a square meal for many, have at the same time provided work, worry and entertainment and, who knows, maybe some heartburn as well.

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The puritan hated bear-baiting, not because it gave
pain to the bear, but because it gave pleasure to
the spectators.

Thomas Macaulay.

CALEDONIAN/BUA

Caledonian/BUA came into being on December 1st last year, just nine years after the then newly formed Caledonian Airways operated its first commercial flight. Both Caledonian and BUA were products of a period of especial uncertainty and insecurity for the British independent airline industry.

Caledonian resulted from aspirations of a group of airline professionals who, disillusioned by the state of the industry, came together in 1960 to form a new type of independent airline - one that would be commercially viable, would operate modern equipment, would maintain the highest standards and would be run by team management.

It was team management and high ideals of professionalism which enabled the embryo airline to grow so that in ten years it was able to take over BUA, itself by then the biggest independent airline in Europe.

BUA had been formed in 1960 by two groups - Hunting-Clan Air Transport and Airwork, which had a history in the industry dating back to 1928. BUA and Caledonian grew up in the same decade but, except in the standards they set, their ambitions and achievements were different.



Mr. Adam Thomson,
Chairman and Managing Director of CALEDONIAN/BUA.

From the start Caledonian concentrated on establishing a foothold on the North Atlantic and became, in 1963, the first non-American carrier to be granted a United States Government 402 Permit for the operation of affinity group charter flights. BUA had little interest in the North Atlantic and devoted itself to establishing a network of scheduled services. Both carriers had important shares of the European inclusive tour charter market.

Caledonian's growth during that decade was rapid but was founded on consistent profits. As an indication of its operating growth, Caledonian's total of revenue earning passenger miles (one passenger carried one mile) rose from 188,874,175 in 1963-64 to 1,615,849,000 in 1969-70.

From the beginning the founders of Caledonian had determined to make it a Scottish international flag carrier, partly because much of the initial capital came from Scottish interests and partly to gain entry to the enormous Scottish emigrant communities in North America.

This decision, combined with a strong sales force and high standards of operation and service, enabled Caledonian to pioneer the North Atlantic affinity group charter market. Its passenger carrying across the North Atlantic grew from 17,304 in 1963-64 to 218,736 in 1969-70.

Caledonian has been profitable throughout its history. BUA, on the other hand, involved in the difficulties of its foundation merger and with those of assimilating several more companies which joined the group during the 1960's, faced with the high capital costs of scheduled service operations and with erratic industrial relations, had a more chequered financial history.

During the second half of the decade it became apparent that only Government action could remove the uncertainty and atmosphere of general insecurity which surrounded the independent airline industry and in July, 1967 the Labour Government set up the Edwards Committee to inquire into British aviation.

The Committee presented its Report in May, 1969. A main recommendation was that a new airline should be formed to provide a second force capable of competing effectively with the nationalised corporations. BUA and Caledonian were specifically mentioned by the Committee.

A Government White Paper of November, 1969 supported the concept of a second force but the British & Commonwealth Shipping Company, which owned BUA, was unable to secure any promise of further Government support and, faced with dismal long-term financial forecasts and industrial unrest, decided to sell BUA to BOAC.



Boeing 707-320C: 189 passengers at maximum configuration, plus 10 crew. The cargo-carrying version owned by CALEDONIAN//BUA is the world's fastest all-cargo aircraft and can carry a maximum load of 38,000 kilos (38 tons).

The Government blocked this proposal after a political storm and, in April, 1970, withdrew permission for BOAC to go ahead with the purchase in order to allow Caledonian time to either merge with or take over BUA.

These negotiations went on throughout the summer and, following the General Election, the new Conservative Government promised support for the second force idea and agreed to provide the new airline with enough new scheduled routes to give it a viable basis of operation.

This Government decision enabled Caledonian to obtain sufficient new capital, partly from existing shareholders and partly from new institutional shareholders to implement a take-over of BUA. The success of the Scottish image fostered from the start by Caledonian determined the directors of the second force to maintain it and the Lion Rampant of Scotland was immediately adopted as the company's symbol and its operating title became CALEDONIAN//BUA, the Scottish International Airline.

The Scottish identity is being enhanced further by the adoption of tartan uniforms for ground and air girls. With a total of around 830 air hostesses alone, this is a major task and during this summer season girls are flying in both tartans and the former BUA blue and gold outfits. However, as a matter of policy, at least one girl on every flight is in a tartan uniform.

Repainting the aircraft in the new livery is another major task and some of the company's 31 jets are continuing in the old style until the main holiday season is over and they can be grounded for long enough for the work to be done.

CALEDONIAN//BUA's scheduled operations this year consist of jet services on routes to twenty-three countries in Europe, Africa and South America. The British flag services to Nigeria (Lagos and Kano) and Ghana (Accra) were the first to be transferred to the Company under the Government's policy of support and CALEDONIAN//BUA began operations on them on April 1st, using VC10 jets.



Air Hostess Diane da Sylva
Wearing the Dress Black Watch tartan,
one of the nine tartans CALEDONIAN//
BUA Air Girls can wear.

The BOAC route to Tripoli, Libya, was transferred on July 1st and CALEDONIAN// BUA is taking over four round trips a day between London and Paris (Le Bourget) from BEA later in the year. These route transfers were considered the minimum required to give the second force a viable basis in association with its existing scheduled routes and were only agreed after lengthy discussions with the Department of Trade and Industry, which held similar talks with the State Corporations.

These extensions of the Company's scheduled route network are going ahead in conjunction with general expansion of service. Other international routes were increased in frequency this summer and additional daily flights were scheduled on the InterJet routes between London and Glasgow and Edinburgh.

These InterJet flights have proved a major success for CALEDONIAN//BUA and contribute substantially to the total scheduled revenue. Launched in 1966, and operated throughout by BAC One-Eleven jets, they have proved that CALEDONIA//BUA, given the opportunity, is capable of successfully competing with the State

carriers and this was recognised, both in the Edwards Report and later by the Air Transport Licensing Board which last year removed all restrictions on frequency on the domestic trunk routes.

Their success can be attributed to a number of factors but especially the use of jet aircraft, the Company's high standard of in-flight service - cooked breakfasts on early morning flights and full meals at other suitable times, a pioneering system of seat selection in advance, and the convenience of Gatwick Airport for both arriving and departing passengers.

CALEDONIAN//BUA expects to derive slightly under half its total revenue this year from scheduled service operations. The rest is coming from a variety of charter operations. The Company will be the largest European operator of inclusive tour flights, in terms of passengers carried, this year - a total of 1.4 million passengers. CALEDONIAN//BUA is working closely with many of the country's biggest tour operators and, as an example of the size of this market, recently signed a contract in excess of £11 million to carry an estimated two million passengers during the three years from Spring, 1972 for Horizon Holidays. Other major IT charter customers for CALEDONIAN//BUA include Blue Sky Holidays and Global. These flights are generally operated by One-Eleven 500 series jets.



V.C.10 Jet. CALEDONIAN//BUA operate these aircraft on scheduled routes to East Africa, Central and West Africa and South America.

In the long-haul sphere, apart from the North Atlantic operations already mentioned - flown by Boeing 707-320C jets - the Company has been active in developing the market for charters to the Far East and has just completed its second series of inclusive holiday flights to the Far East. On these, the tour operators have been able to offer all-in holidays for less than half the normal scheduled air fare alone. Last year, a contract worth £4.2 million was granted by the Australian airline Qantas for the carriage of migrants between Europe and Australia and offices were opened up there and at the Far East staging points, to facilitate these operations.

Apart from these basically passenger flights, CALEDONIAN//BUA has a JetCargo unit and operates all-cargo services on a scheduled basis to Frankfurt, Tunia, Nairobi, Lusaka and Kampala and freight charter flights on an ad hoc basis worldwide.

For the future, the Company will be concentrating on further expansion in line with traffic growth of its scheduled route network and with building up traffic on the routes transferred to it this year by the Government. However, one of the aims of the original Caledonian management was to operate scheduled services on the North Atlantic and the present Board has affirmed that this is still a prime objective but is one which must wait for its fulfillment until the

present over-capacity situation on the route eases. Both Edwards and the British Government have said that the North Atlantic is a route upon which the Second Force might usefully operate as second British scheduled carrier and CALEDONIAN//BUA is continuing to study the situation. The current indication is that it could not successfully launch services until about 1973.

Detailed work is going on at present into the Company's future aircraft requirements and the various available and projected wide-body jets are being studied. So is the likely impact on long-haul markets of the Concorde. Embryo plans for the financing of future aircraft equipment have already been prepared and are being studied.

Meanwhile, integration of the staffs, equipment and accommodation of Caledonian and BUA has been virtually completed. Staff integration was carried out without any necessity for redundancy - in fact, additional staff have had to be sought to cope with the all-round expansion which has followed the merger.

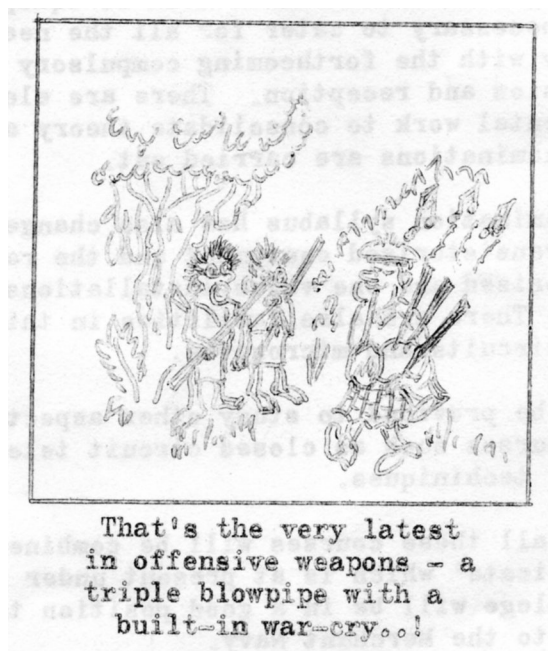
Although the trade unions were politically inclined to favour a BOAC takeover of BUA, the Company's relationship with the unions is good. From the start, great importance has been attached to the maintenance of good relations and CALEDONIAN//BUA is a member of the National Joint Council for the industry. In consultation with the unions, it has introduced wages and conditions comparable with those offered by the State Corporations.

CALEDONIAN//BUA is the first British independent airline to be allowed to compete fully and effectively with both the State Corporations and the foreign airlines. Faced with this unparalleled opportunity, there is now a spirit of vigour and teamwork throughout the Company which should enable it to continue profitably through the current financially difficult phase for the world airline industry and ensure its further success as the economic climate improves.

CALEDONIAN//BUA is appreciative of the confidence placed in the new airline, which is shown by the support given by both Hogarth Shipping Company and Lyle Shipping Company, and the management and staff are determined to make CALEDONIAN//BUA a successful venture, both commercially and by providing a highly satisfactory service to the public.

In closing this article, Mr. Thomson, the Chairman and Managing Director of CALEDONIAN//BUA, sends best wishes from all the staff to all the staff in Lyle and Hogarth Shipping Companies. From those in air transport to those in sea transport, "Bon Voyage".

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GLASGOW COLLEGE OF NAUTICAL STUDIES.

Courses in Marine Engineering and Navigation have been offered by Glasgow Education Department for some considerable time but it was not until the opening of the Glasgow College of Nautical Studies that the Department concerned itself with the education and training of marine radio officers in Glasgow. Previous to this the future radio officer from the West and North of Scotland either took his course at the private Glasgow Wireless College or travelled to the Watt Memorial College in Greenock.

At one time during the 1939-45 War there were three private schools in Glasgow, all grouped around the Charing Cross area, where students could obtain a P.M.G. Special Certificate after about six months study, during which they learned morse, procedure and how to operate equipment. After the War, radio officers with this Certificate were allowed to take a modified P.M.G. Second Class Certificate and the Glasgow Wireless College was the only college in Glasgow offering P.M.G. Second and First Class courses. However, at this time those who applied to the Education Department for marine radio courses were sent to Greenock.

Due to the increase in the use of radar at sea, the Greenock College installed marine radar and started courses on radar, leading to the Board of Trade Certificate in radar maintenance.

In 1967, the Glasgow Wireless College closed down and the students were transferred to Greenock, but in 1969 all nautical courses at the Watt Memorial College in Greenock were transferred to the new college in Glasgow.

Throughout this time the marine radio course syllabus was almost static, with only a few additions such as transistors and frequency modulation to cater for the newer types of communication equipment coming into use. In 1969 the Post Office introduced a new Certificate to replace the existing First and Second Class Certificates. This new General Certificate has a much wider syllabus with a greater practical aspect. The Part One Examination consists of two papers, one on Fundamentals and another on Marine Radio-communications, Part Two consists of Morse, Regulations, Commercial Working, Practical and Projects.

The great difference is in the Part Two Examination, particularly in the practical examination. The candidate now has a practical paper to pass and has to conduct operational tests as well as fault-finding tests. During the course the student completes two projects, one using valves and the other transistors. Both these projects are inspected by the examiner for workmanship, reliability and can be faulted for repair by the candidate.

In the Glasgow College the Marine Radio Room is equipped with two complete installations which are necessary to cater for all the needs of the new Certificate, particularly with the forthcoming compulsory introduction of single sideband transmission and reception. There are electronics and power laboratories for experimental work to consolidate theory and where the necessary projects for the final examinations are carried out.

The marine radar examination syllabus has also changed in recent years to take in both valve and transistorised equipment and the radar laboratory in the college has two transistorised and one valve installations which are used for practical fault-finding. There are also facilities in this laboratory for experiments with pulse circuits and microwaves.

Facilities can also be provided to study other aspects of electronics by means of special short courses such as closed circuit television, facsimile, echo-sounders and digital techniques.

It is expected that all these courses will be combined in the 'Additional Marine Electronics Certificate' which is at present under discussion and when finalised the Glasgow College will be in a good position to help maintain the supply of radio officers to the Merchant Navy.

A. McElroy,
Senior Teacher, Communications
department.



Part of the radar simulator room at the
Glasgow College of Nautical Studies.

Photograph by W. Ralston Ltd., Glasgow.

The following article comes from the book 'There's A Secret Hid Away' by Lawrence G, Green and tells the story of an attempt in 1913-14 to drive, by car, from Cape Town to Cairo.

The Expedition's driver and mechanic, the late Angus Macaskill, in 1925 drove an Albion chassis fitted with a 'bus body non-stop from Glasgow to London and return in 24 hours, 5 minutes and in later years was responsible for setting up Albion's premises in Lisbon, Portugal. This involved considerable travel between Glasgow and Lisbon, most of which was done on board the first "BARON FORBES", a well-known ship in her own right and still remembered by many of Triad's readers.

GENEVIEVE IN THE JUNGLE.

When I was too young to foist myself on expeditions going to romantic places, I formed the habit of watching the adventurers depart. Thus I stood in the rain outside the City Hall in Cape Town on August 29th, 1913, an envious schoolboy staring at the weirdest motor contraption ever seen in the city.

Little did I realize that the shadow of death hung over Captain Raleigh Napier Kelsey, leader of that expedition. He was the first motorist to leave Cape Town for Cairo and I always wanted to uncover the narrative of events along the way as the doomed man rode towards the final tragedy. No one made a book of it, though it was a far more hazardous effort than later exploits which are now regarded as epic journeys.

To satisfy my curiosity at last, I have followed the tracks of those almost forgotten pioneers. The late Mr. Napier Devitt, well-known South African magistrate and author, was a cousin of Captain Kelsey, and he gave me a generous help shortly before his death. Here and there I found other people who remembered the expedition. Finally, the newspaper files, diaries, and letters enabled me to piece the story together and learn poor Kelsey's secret.

I think most people enjoyed motoring far more in those days when lamps were lit with matches and it was regarded as a triumph on a cold morning when the handle started the engine. Some recapture the charm by running veteran and vintage cars. The first car I ever drove was an 1898 Benz. I was a schoolboy, and two friends had bought this relic from a scrapheap for fifteen shillings and transformed it into a panting monster capable of occasional short journeys. Never again have I felt the same pride at the wheel.

The car I was studying that day in 1913 was a great deal better than the Benz. She was a Scot, a Genevieve of the future London-Brighton rally, but she had been named Louise of Argyll by the Duchess of Argyll. Her horsepower was twenty-five to fifty and even in those days she was equipped with front-wheel brakes. Made by the Argyll Company, she had a most peculiar body design. It was composed of two large khaki-painted steel shells which could be lifted off the car and bolted together end to end, forming a small pontoon. With this device, which would float a load of three tons, the motorists hoped to cross unbridged rivers. A high, green tent, drawn over hoops, sheltered the members of the party and their heap of stores, while surplus kit was carried in a large trailer.

Experienced motorists in Cape Town shook their heads and declared that this lumbering, power-driven wagon was bound to come to grief. The design was faulty, they said, and the load was too heavy. They were right, though the car went a great deal farther than most people imagined it would be possible for any car to go at that uncertain period of motoring.

Captain Kelsey was then a man of thirty- three, a regular army officer. He had served in the South African War and had always longed to see the veld again. His father was a wealthy man and in various other ways Captain Kelsey raised funds for this Cape to Cairo expedition. The Argyll firm presented him with the car, of a chassis type which was stated to have given excellent service under rough conditions in the Argentine. One huge ranch there had ordered thirty similar cars as a result of tests. The makers claimed that the engine would

continue to work under water and drove it through part of Loch Lomond where the water was two and a half feet deep. The wheels were forty inches in diameter and spare wheels could be bolted to the main wheels to provide a broader tread in sand or mud.

Kelsey hoped to compile a scientific report on the whole route, including possible white settlement areas. Two members of the expedition, Mr. J.C. Pickersgill Cunliffe and Mr. J.M. Gilliland, were selected as trained observers for this purpose. Another young man,, Count Cornegliano, was sent ahead to Northern Rhodesia to organise petrol supplies. There he appears to have gone hunting and faded out of the scene, for the meagre records of the ill-fated expedition do not mention him again. Mr. J. Scott-Brown was the photographer and cinematographer, an enterprising pioneer among newsreel camera men. He had been in the Sudan, filming games and had just come from the Balkan War. Finally, there was Mr. Angus Macaskill, really the most important member of the party, for he had been lent by the makers of the car and he was the only man who could drive and repair it.

Macaskill drove into the grounds of Buckingham Palace shortly before the expedition left England and Scott-Brown took his first pictures while King George V talked to the members and inspected the car. Kelsey and his party landed in Cape Town from the "Balmoral Castle" early in August, 1913 but the car arrived by a later ship.

I have described 1913 as an uncertain period of motoring. It was still possible to open up new routes close to Cape Town and during that year the sandy run to Cape Point was accomplished for the first time. Six years before Kelsey's expedition, however, Mr. Frank Connock had covered the wagon track from Durban to Johannesburg and on to Cape Town, fourteen hundred miles, in a single cylinder car of eight horse-power. A far more sensational journey of 1907 was that of Lieut. Graetz, a German, who set out from Dar-es-Salaam and arrived in Johannesburg sixteen months later. Graetz had to make his own bridges and cut a passage for his car through many a mile of bush. He had covered nearly four thousand miles and he had hoped to cross Africa from German East to Swakopmund in German South West Africa, but for some reason he abandoned the venture in Johannesburg. Possibly his feat had encouraged Kelsey to attempt the more ambitious journey.

"Mind you, it is quite an erroneous idea that we are going to sit in a luxurious car at our ease looking at the scenery", Kelsey told the reporters in Cape Town. "Most of the time only one man will be in the car and we shall probably take three or four hours on occasions to cover one mile. We shall walk through all the bad parts, for the car must be saved as much strain as possible. It is very heavy - almost too heavy, for when it is packed it weighs five tons".

Kelsey carried picks, shovels, jacks and tools to build light bridges over small streams. Three petrol tanks held a total of sixty gallons, The car had done ten miles to the gallon in England but under South African conditions it sometimes used a gallon every three miles. Some misguided technical expert had advised Kelsey to have a special back axle fitted without a differential gear, This was the cause of many delays and much trouble.

Cape Town motorists inspected the Argyll and its equipment in Benjamin and Lawton's showroom. They climbed into the open body, seven feet long and curving inwards. Kelsey carried a gramophone of the old fashioned horn type and he played a record of a lamb bleating. This cunning device, he explained, would bring lions within range of the cine-camera.

Yes, those were pioneer days, but Kelsey felt assured that he would succeed. "I have extreme faith in the members of the expedition" Kelsey declared. "They are all determined to see the car through and it is my firm opinion that if there was only one man left the car would reach Cairo. We know there are swamps and sandy deserts and unfriendly tribes ahead of us yet, the longer we remain in Cape Town, the more we realize that the exploit is going to be easier than we anticipated when we left England. "

Kelsey stated that the British Government was not financing the expedition, but it had given him letters which would help him in foreign colonies. "The expedition is being financed by its members and certain gentlemen in England have also contributed", he said, "Expenses are going to be heavy for native labour. This is more a matter of money than of pluck and endurance. This is essentially a private venture though national in a sense. People in England are ignorant of Northern Rhodesia and know nothing of German East Africa. We shall explore these territories and gather as much information as we can. "

According to Kelsey's estimate, the journey from Cape Town to Cairo would take eight months. "I expect to reach Johannesburg in two or three days", he said. "The route in Rhodesia will be roughly that of the railway, but in Central Africa I intend to make wide deviations to visit districts as yet but little - known to white men - territories where no motor car has ever been seen before".

So, there was the tented car with its trailer outside the City Hall, ready for the road. Sir Frederic de Waal, Administrator of the Cape, presented a flag composed of the Turkish Star and Crescent at one end, the Arms of the Cape Province at the other and the Union Jack in the centre. "All explorers are advance guards of civilization", Sir Frederic told them, "You are the first ever to undertake this journey and you will face great risks from lions and leopards and fever but I am sure that you will not exceed the speed limit". The crowd laughed at the joke, but Sir Frederic had made an unintentional prophesy, "We'll do our best," said Kelsey in reply.

Pickersgill-Cunliffe then rode ahead on his Triumph motorcycle. He was the expeditions scout and he filled that role until almost the end of the journey. Shortly before noon the crowd gave three cheers and the Argyll drove away. Mr., Reuben Goldberg accompanied Kelsey to pilot him as far as Maitland, and Mr., R.P. Fitzgerald and other members of the Royal Automobile Club followed as an escort.

I was deeply impressed by this ceremony. Now that I am following the expedition after more than forty years, however, I am discovering one anticlimax after another. It seems that Kelsey had covered only a couple of miles of the seven thousand mile route before the overheated radiator demanded attention. There was tyre trouble at Parow. Soon afterwards the radiator had to be repaired again and late that night the explorers dropped thankfully into bed at the Kraaifontein Hotel. Cunliffe meantime had reached Paarl, where he found a number of local motorists waiting to welcome the expedition. "I found the road very bumpy and hard to follow", reported Cunliffe. When Kelsey did not arrive, Cunliffe declared "They must have lost their way in the forest".

Next day the Argyll thundered into Paarl and there she remained for several days while drastic alterations were made. Kelsey had realized that the engine simply could not pull the load. He sent the trailer, tents, blankets, spare parts and other equipment by rail to Broken Hill. A blacksmith cut down the steel body so that the chassis was relieved of a weight of two tons. No longer was it possible to use the steel shells, but it is doubtful whether such a pontoon would have carried the car. The radiator had to be sent back to Cape Town for repair. Kelsey and his men spent their days pleasantly climbing the mountain and visiting fruit farms.

Kelsey called at many karoo farms. At Brakfontein, fifty-seven miles from Beaufort West, the Argyll came roaring and steaming up to a homestead where the expedition stayed the night. In the morning, relays of helpers carried gallon after gallon of boiling water for the radiator before Macaskill could start the engine. Nevertheless, the Argyll reached Beaufort West three days after leaving Paarl. All the twenty car-owners in the Beaufort West district turned out to meet Kelsey.

Kelsey was welcomed to Kimberley by the Deputy Mayor on the City Hall steps. "Early difficulties inseparable from all great undertakings have been overcome", Kelsey wrote to a friend. "Lessons learned in the hard school of experience have proved valuable. We have found the road from Cape Town rough, yet on occasions our speedometer has reached thirty five mph! Across the veldt the road is just a track which wagons have taken for ages past. When it becomes

too rough, or when the wheel ruts become too deep, a wagon will strike a new course, other wagons follow and so a new track is made. To prevent the main roads being washed away, mounds as high as two feet are built at right angles across them, the object being to divert the water so that it will not flow along the ruts and create deep channels. The unwary motorist breaks springs if he comes upon one of these mounds at speed. Continually slowing down and picking up speed again is a strain on the engine. A small, light car can go across the mounds diagonally and then the shock is only slight. Our car is big and the track is usually narrow, so we have to go straight at them. The occupants of the back seat are continually pounded about".

You may remember that Kelsey had given an estimate of two or three days for the run from Cape Town to Johannesburg. He took nearly twenty days, and one Rand newspaper commented; "Captain Kelsey seems to be inadequately prepared and informed and has but the faintest idea of the difficulties he will encounter. He will need £1,500 for native labour. The car is an unsuitable monster". Kelsey replied that a light car would not carry the tools, spares and ammunition. Cinema film alone weighed one hundredweight. Food and petrol depots had been established at Bulawayo, Abercorn, Tabora, Kampala and Khartoum. Apart from those points he had no fixed idea of the route he would follow and no reliable maps.

Ten days after leaving Johannesburg, Scott-Brown was cranking his camera while the Argyll drove past the statue of Rhodes in Bulawayo. They were making better time. Donkeys had hauled the car through the dry bed of the Limpopo. Two days were spent on the huge Liebeg Ranch, in the lion country north of the river. Then they had pressed on through the green bush country and the Matapoa. They spent nine days in Bulawayo, railing cases of petrol ahead and preparing the car for the ordeal facing them. They knew it would be an ordeal, though not one of them could have imagined the hardships and problems of the next seven weeks.

That was years before the all-weather road, of course, but travellers had a choice of three routes from Bulawayo to the Victoria Falls. There was the old wagon road cut by pioneers; a later route used by the mail coach, drawn by trotting oxen; and the railway route, which was shorter than the others but deep in sand. Kelsey chose the pioneer route, an unhappy choice as it turned out. He engaged an elderly native named Hans as guide. On October 17th the expedition drove out of Bulawayo, more heavily loaded than usual. They knew there would be no help for them in the remote bush country, so they had a miniature workshop and all the spares they could carry.

Often the pioneer road disappeared. There were stretches where it seemed to have been ploughed up, and then it would be hidden in long grass. Clear tracks were sometimes misleading and the motorists would find themselves at an isolated farm or railway siding. At every kraal Hans the guide made enquiries, for Kelsey was anxious to avoid the sandy patches. Every night they lit fires against lions, leopards and elephant. Kelsey tried to cut across country on a compass course, but it did not pay; the trees they had to cut down were high, whereas along the pioneer road there were only young trees to remove. The Argyll car had a clearance of thirteen inches. This meant that the boulders which wagons had passed over easily had to be broken up before the car could proceed. I was fortunate in securing a copy of Cunliffe's diary for this part of the journey and it reveals the struggle vividly:

"October 17th, Redbank 20 miles.

"October 18th, Covered 43 miles. Badly stuck in Gwaai River. Fourteen oxen failed to move us. Got out finally with our own block and tackle.

"October 19th, Only 20 miles today. Tyre troubles.

"October 20th, Covered 24 miles.

"October 21st, Four miles totalled. Shocking sand. Tree stumps bad. Tore tap out of bottom of main petrol tank. Luckily the leak was soon noticed as passengers were walking.

"October 22nd, Covered 20 miles nearly all in bottom gear, over broken-up vleis to Chalmer's Farm.

"October 23rd, Good deal of sand, but also some hard ground. Covered 27 miles. Car delayed by sticking in a deep narrow donga.

"October 24th. Sand heavy. Twelve miles.

"October 25th. Heavy days' work. Sand and bush. Frequent halts to cut down trees. 22 miles.

"October 26th. Hopelessly buried in a narrow drift. No natives to help.

No oxen, A desperate case. Finally, the five of us, one with a strained back, got her out with iron peg and block and tackle. Ten miles.

"October 27th. A bad start. At 4 a.m. as I lay in my blanket I heard a sound like a moth's wings by my left ear. Almost at once I discovered my mistake. A snake was moving across my chest close to my face. Not a move, not a sound until the danger had passed.

Next day, when we were sure of a good feed in Wankie, we found the steering affected and had to use the blow lamp to bend the rod. Macaskill was suffering from influenza and jaundice and Kelsey had a bad back, so Gilliland and I did our best. We did the job and were mortified to find that we could not start the engine again until we had pulled the magneto to pieces. Then we had scarcely enough strength to get the engine going, How thankful we were to see Wankie".

They saw too much of Wankie, however, for they broke the back axle there and it took four weeks to put the car in order. Macaskill was in such poor health that Kelsey had to send him back to Cape Town by train. Fortunately there was a motor mechanic named Ewain Wilson at the Wankie coal mine and he agreed to take Macaskill's place. Wilson brought a bull terrier with him as watch-dog. Kelsey also took on a head boy and eight carriers at Wankie to lighten the load on the car over heavy stretches. It was the rainy season, the weather was threatening and Kelsey had no tents with him; the tents had been railed to Broken Hill. There was no heavy rain, however, or the Kelsey expedition would have ended soon after leaving Bulawayo.

Many natives along this route had never seen a motor car before, and the arrival of the Argyll caused a commotion at every kraal. When they were hopelessly stuck in the sand, Cunliffe would ride to the nearest farm and ask for a team of oxen. Kelsey often marched ahead with the carriers, shooting for the pot, feeding his natives on buck and mealie meal. The carriers jogged along with their loads at three miles per hour, barefooted as a rule, but using sandals over rough patches. It was more pleasant walking than riding in the car for the mudguards had been taken off at Wankie and now the passengers were bombarded with clods of earth picked up by the front wheels.

Kelsey employed a bushman guide (two shillings a day) on the last stretch and this man earned his pay. He pointed the way unerringly across vast plains where the grass was often fifteen feet high. Not a path, not a wagon spoor broke the vista of grass. Yet, they reached each shallow river at the drift, the exact place for crossing.

Sixty miles from the Victoria Falls the expedition ran out of petrol. Kelsey sent his carriers for the petrol, however, and they completed the double journey in six days. The stranded car came to life again and arrived in Livingston six weeks after leaving Wankie. The distance is seventy-five miles.

Soon after Kelsey entered Livingstone the rains set in. However, Kelsey was assured that the road ahead was hard and good so he paid off his carriers. Once again he took the precaution of lightening the car as much as possible, sending forward to Broken Hill the spare parts he had carried from Bulawayo and also much personal kit. In fact, when the car left Livingstone each man had the clothes he wore, a spare shirt, spare breeches, a pair of socks, a few handkerchiefs and a sponge bag. "Truly a modest outfit to face the African rainy season", remarked Gilliland.

Livingstone to the Kafue River is 270 miles. They had covered nearly 100 miles when one driving shaft broke. This was the old trouble, of course, due to the absence of a differential gear. Kelsey, an intelligent and determined leader, found a railway siding with a telegraph office and cabled the car makers in Glasgow for a differential, to be forwarded to Broken Hill with all speed. There was a spare driving shaft at Broken Hill, but Kelsey knew he would never reach Cairo without a differential.

He pushed on, the engine driving one of the back wheels. They had to "corduroy" the track at times by cutting down saplings and placing them side by side to support the car over mud holes. Once they were stuck in a broad river with a rocky, uneven, bed and they emerged only after filling the uneven holes with stones.

At last, they came to where the meadowland opened out, undulating country stretching to the horizon, The trees were noble and at Kafue there was the mighty river, White farmers gave them butter and eggs, milk and bread, tomatoes, lemons and bananas. It was Christmas Eve, 1913, and it must have seemed a long four months since they had left Cape Town. Kafue hospitality kept them there until December 31st, when they took the battered car over the railway bridge and covered the 36 miles to Lusaka easily.

Among the police at Lusaka was a young trooper named Sillitoe. Long afterwards, he wrote his reminiscences and mentioned the car which 'stormed into our little town'. You will find his memories of the expedition in his book 'Cloak Without Dagger', by Sir Percy Sillitoe, former chief of the British Secret Service Organisation.

Next day they pushed on to Broken Hill, eating tinned cod and plum pudding. All of them understood that they would be leaving all hope of outside mechanical help behind once they had left the railway. But they had ample time to plan the next stage of the journey for the car was delayed at Broken Hill from early in January, 1914 until April 18th that year. Kelsey, you will remember, had cabled Glasgow for a new back axle with differential and the outfit reached Broken Hill on March 22nd and the new mechanic Wilson was able to fit the parts.

"The car is now running excellently and steering better", Wilson reported to the factory, "We have dispensed with the large, heavy acetylene headlamps and generator as night travel is impossible. Captain Kelsey has gone ahead with the native carriers, taking petrol and stores. Mr. Gilliland is with me but I am in charge of motoring arrangements until the car party catches up with Captain Kelsey. Roads are non-existent in this part of the country and no car can carry a load heavier than 500 pounds, including the driver. Rain has been falling continuously since we have been at Broken Hill and travelling has been impossible. Now the rains have broken. The next stretch of more than 500 miles consists of elephant grass 12 to 20 feet high with rivers to be crossed on rafts of poles lashed to native dug-outs".

Kelsey had gone forward along what is now known as the Great North Road, the bumpy road of white dust that runs from Broken Hill to Abercorn at the southern end of Lake Tanganyika. In those days there was only a native path, traversed by wagons and bicycles. Kelsey rode a bicycle. Scott-Brown had marched off on foot in a north-easterly direction to film big-game and Kelsey expected to meet him. Cunliffe, the motorcyclist, does not appear in the final records of the expedition, evidently he packed up and returned home during the long delay at Broken Hill.

Kelsey pitched camp eight miles from Chitambo Mission, close to the spot where David Livingstone died. On Easter Sunday (April 12th) a leopard entered his camp and here is Kelsey's own description of the encounter: "Last Sunday, Easter Sunday, I wounded a leopard eight miles out of here in my camp. I followed it up and we met again. My magazine jammed and the leopard did good damage to my rifle. Then we had a hand-to-hand fight and I could only keep him on the ground by thrusting my hand in its mouth while with my right hand I readjusted the jammed magazine and shot him. If the Mission had not been there I should not have written any letter and even now there is a possibility of poisoning. So, although I always mean to get through, it is a small chance".

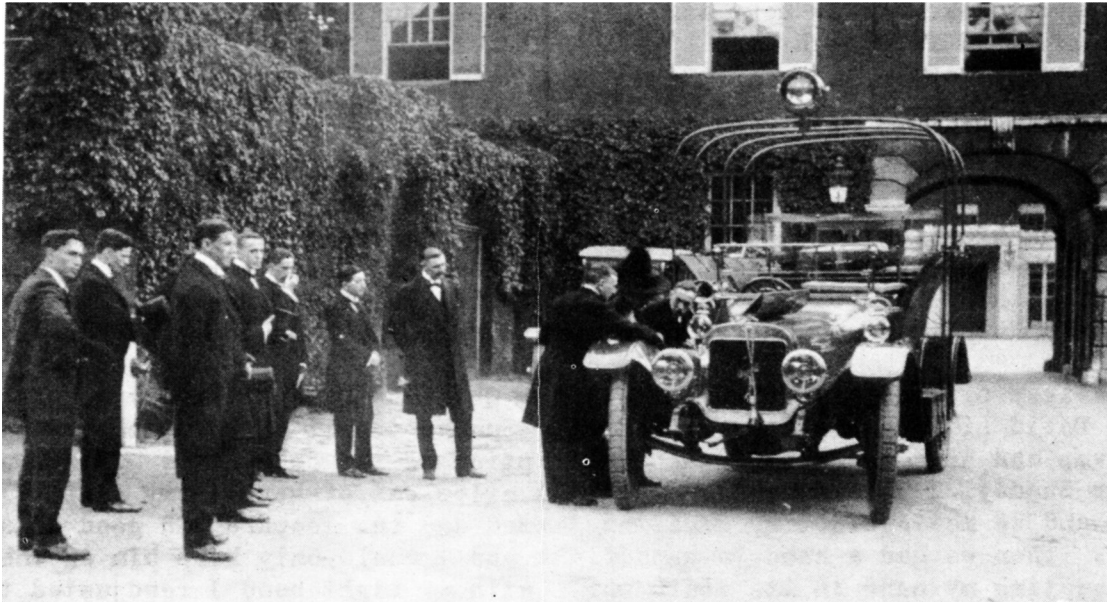
Wilson and Gilliland were chugging through the bush in the Argyll, seventy miles from Chitambo, when a messenger suddenly appeared in their path holding up an envelope in a forked stick. There were two messages, one from Kelsey, the other from the Rev. Malcolm Moffat, the Missionary, begging them to drive to the Mission as fast as possible. The car was moving forward almost at a walking pace accompanied by a number of natives who pushed it through difficult patches. It was really quicker to walk and Gilliland marched on ahead with a few carriers to reach Kelsey's bedside. He found Kelsey receiving attention from Mrs. Moffat, a trained nurse. Kelsey could not move however, and there was no doctor. The only doctor in the district was too ill to attend patients. It was decided that Kelsey would have to be carried by relays of natives on a 'machila', a litter with a canopy. So, on May 16th, they started on a journey of more than 150 miles to Kashitu, the nearest railway station. From there they hoped to take Kelsey by train to the Broken Hill hospital.

They met the car on the road, but decided that Kelsey would be more comfortable on the litter. However, the jolting caused great pain and Kelsey grew weaker and weaker. Kelsey's left knee and thigh were hideously lacerated, one thumb was dislocated but the hand had been so mauled that the dislocation could not be reduced.

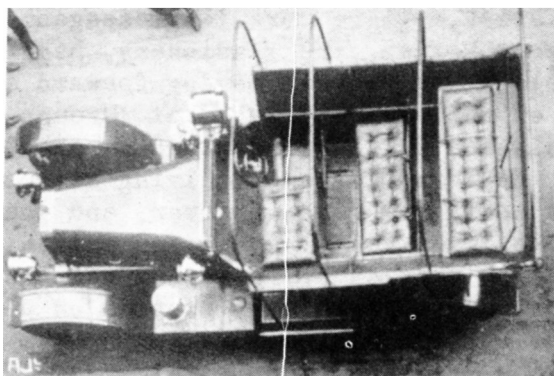
There was a doctor at Chiwefwe some miles ahead, a Dr. Stohr who had become a cattle farmer. So the car was sent ahead of the slow column to warn the doctor that a patient would be arriving in a desperate state. Kelsey's wounds had become septic and surgery was essential. Dr. Stohr gave the anaesthetic himself and was incising the terrible wounds when Kelsey died. He was buried next day (May 27th) at a spot 110 miles east of Kashitu, three-quarters of a mile off the road.

"Such is the tragic end of the Cape-Cairo Expedition", Gilliland wrote. "It was all so unnecessary. Kelsey wounded the leopard, which retreated into the long grass. The boys warned Kelsey not to go after him. Kelsey misunderstood them and thought they meant the leopard was dead. While the leopard was mauling Kelsey an unarmed boy seized the leopard by the hind legs and dragged it off him. Kelsey reloaded and killed the leopard. The boy was uninjured".

Gilliland added that he thought it still possible to reach Cairo in the car. The engine had never given any trouble. However, the car was abandoned in the bush at Kashitu, a rusting monument to a forgotten but mighty effort. Kelsey had led his party for more than 2,000 miles from Cape Town and he deserves to rank with the later African pioneers. He was a brave and resolute man and his companions lost a fine leader when he went to his lonely grave in the Northern Rhodesian bush.



The Argyll being inspected at Kensington Palace prior to shipment to Cape Town.
Angus Macaskill is the figure furthest to the left.



Plan view of the car.

Photographs: Autocar.

QUIZ ANSWERS .

- 1. Magnesium.
- 2. The Hindu Kush.
- 3. They were body-snatchers who removed the recently-dead from the grave and then sold the exhumed bodies for dissection in medical research. Exposure of the practice, and particularly the activities of burke and Hare in Edinburgh, resulted in the Anatomy Act of 1832.
- 4. 20.
- 5. Canada.
- 6. Lake Bala, Merionethshire.
- 7. Chauvelin. He became a revolutionary with a fanatical desire to trap Sir Percy Blakeney, the Scarlet Pimpernel; in Baroness Orczy's book.
- 8. A Tiger.
- 9. Lockjaw.
- 10. Tristan da Cunha, The islanders were evacuated to Britain and most of them returned to the island in 1963.
- 11. Druids, They lived in Gaul and Britain and worshipped ancient gods similar to those of the Greeks and Romans.
- 12. Buns.
- 13. He used a bridge of boats. Xerxes I was the King of Persia and continued the war against Greece. He used a double line of ships to form a bridge across the Hellespont, across which his army marched.
- 14. French.
- 15. The Weser.
- 16. It is capable of grasping like a hand.
- 17. A general term referring jointly to Oxford and Cambridge Universities.
- 18. (Lower) jaw, or jawbone.
- 19. Tears. The lachrymal glands lie under the outer part of the upper eyelid. They continually drain the tears from the eyes to the nose.
- 20. The Post Office department where letters are kept until called for.

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CROSSWORD SOLUTION.

<u>ACROSS</u>	1.	Magazine.	31.	Her.	10.	Aid.
	5.	Putt.	32.	Dorsals.	11.	Ideal.
	8.	Sparrow.	33.	Rake.	13.	Snipe.
	10.	Air.	34.	Endanger.	16.	Under.
	12.	Cheapside.			17.	Imp.
	14.	End.		<u>DOWN</u>	18.	Ena.
	15.	Ended.			19.	Bathe.
	16.	Unite.	1.	Master.	22.	Linden.
	19.	Ban.	2.	Grand.	23.	Chorea.
	20.	Pal.	3.	Zircon.	24.	Closer.
	21.	Place.	4.	Newest.	25.	Other.
	25.	Other.	6.	Tired.	26.	Her.
	28.	Col.	7.	Cape.	27.	Ream.
	29.	Thereunto.	9.	Oh!	28.	Clang.
					30.	To.



Radio Officer and Mrs. David F. Wilson,
married at Stonehouse, Lanarkshire,
on 14th May, 1971.

A REPORT ON SEASTAFF NINE.

The members of Seastaff Nine were: A.J. Dickie, R.J.W. Durban, D.C. Fitzpatrick, W. Hornshaw, I. MacDonald, J.S. McNeil, T. Orr, D. Pennie, J.H. Simons and J.M. Sutherland and this is the report they have given on the week's proceedings.

Seastaff Nine started in the way it meant to carry on. Just as it commenced Mr. W. Hornshaw asked what was probably the most important question of the opening day with "Why are we here?" Mr. Andrew Nicholson was momentarily caught off guard but nevertheless gave a very good answer by replying "Wait and see! ". We waited, and we saw.

We saw that the Office is both efficient and happy. On the first morning we had a tour of the Office and were surprised at its size. The organisation was explained to us during the afternoon by Mr. W.M. Scott and it can be said here that all the Office Staff appeared to be happy to see us and, in turn, we were happy to meet them.

When writing this report we felt that in previous issues of TRIAD the reports of Seastaffs by those taking part failed to tell precisely what had happened and we hope to remedy that omission on this occasion.

The week was taken up with various members of the Office Staff giving lectures on the nature of their job and that of their particular department within the overall organisation, and of the future of Scottish Ship Management. During the first afternoon of the Course, Mr. W. Anderson of the Purchasing Department spoke to us. This proved to be both an interesting and an informative lecture and it also supplied some of the answers to questions regarding the misunderstandings which have arisen from time to time over spares. Mr. Anderson did not "stick his head in the sand" over this particular problem but gave us reasons why specific matters had caused difficulties. For example, the need for those ordering to provide the exact company reference number as this might require to be changed to the makers store number. In the event of a wrong number being submitted, then a wrong spare will be sent. There was another important point brought to our notice, again regarding stores, the necessity to avoid disposal of useable material and the over-ordering of spares. If observed, these two points can show a considerable economic saving.

On the Tuesday morning (the second day) Mr. R. Trythall of the Project Department talked to us about the economics of shipping. This was interesting, but we felt that he delved into the subject in too great detail for the one session. He gave the answers to our questions without hesitation and we felt that he and Mr. J.M. Marshall whom we had later in the week, were right on the job.

During the afternoon of Tuesday Mr. J.P. Walkinshaw gave us the facts regarding the chartering side of the organisation and later that afternoon we listened to a lecture given by Mr. J. Brown, Data Processing. He is the man who will be responsible for the computer which, by the time you read this, will be operational. At first, Seastaff Nine tended to be ignorant regarding the advantages of a computer to SSM, but after his talk we were in no doubt that these advantages will be great and varied. It was noted with interest that one member of the Course enquired whether it was intended to provide computer dating facilities for those Seastaff due to return to the UK shortly!

On Wednesday morning we had Mr. H. Clark, the new Personnel Manager, who gave us facts about the reorganisation of his Department. Both he and Mr. Morrison answered questions on that point and many others concerning personnel.

Wednesday afternoon brought Captain Love's turn to be in the "hot seat," and by this time it really was hot, for things had started to get going with questions flying from all directions. The questions were varied and amongst them came the one "Wives at sea". On this point opinion was split both ways, some for, some against. It may be that here Seastaff Nine are backward or behind the times, but, on the other hand, perhaps we are ahead of them for one participant did suggest that the company advertise themselves as the "Leave Your Wife At Home and Enjoy Yourself" company!

Thursday morning was like Wednesday afternoon although it was now the turn of the Engineers to be in the Chair. However, the whole of Seastaff Nine enjoyed these two sessions perhaps more than the others as they were able to voice their opinions and this, after all, is what the Company wants, and we can assure you they were not disappointed,

In the afternoon we had a visit from Mr. D. Border of the Catering Department and this session too proved lively and interesting and was enjoyed by all.

Friday dawned and with it the last day of the Course. First of all we had Mr. A. McAlister, Editor of TRIAD, for a general discussion about the magazine and we were asked for suggestions and whether any changes were desired. We suggested a few competitions along with some sports pages and motoring news.

On Friday afternoon we were left to finalise our recommendations regarding future Seastaffs and these were later given to Mr. H.A. Walkinshaw and the Coordinator. The main ones were: -

1. Follow-up Seastaffs. This point had already been suggested by the Office and we agreed, in general, with their thinking.
2. Senior Petty Officers and Petty Officers should be invited to attend Seastaffs.
3. A 'handout' regarding the forthcoming course should be made available to allow time for thought before the course commences.
4. Quarterly Seastaffs, if possible.
5. Members should attend a Seastaff after completion of another outside course, if at all possible.

Many other recommendations were made during the week - for example, a member of the Personnel Department should visit the outside ships on their arrival in the U.K. - but the number of recommendations made were too numerous and varied to list here.

To sum up, Seastaff Nine felt that they had derived great benefit from the week and the opportunity, if offered, should be taken by all.

Finally, we would like to thank the Staff of S.S.M. for putting up with us for a week and also the Coordinator for his attention throughout the week. We would take this opportunity of recommending that he be invited to the luncheon with the rest of the participants at the Western Club. We also take this opportunity of saying thank you to the Directors of S.S.M. for their kind invitation to that luncheon. The closing sentiment of one member of Seastaff Nine sums up the feeling of us all; he said 'It was too good an experience to miss'.

D.C.F.

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A SUGGESTION TO ALL RADIO OFFICERS.

Radio Traffic Delay.

"You will be aware of the difficulty experienced in clearing radio telegrams by vessels in the Pacific Ocean, especially in the eastern and southern parts.

May I suggest that vessels in Zone F and particularly those which trade along the American coast and normally keep the 6 Mhz Company H. F. Schedule during the last watch at night, 0100 - 0110 GMT, instead use 16 Mhz for communications with ships in Zones D and E.

Ships in Zone F at this time are ideally placed for relaying traffic for ship in the above-mentioned parts of the Pacific".

PERSONNEL AS AT 1/7/71

“M.V. TEMPLE ARCH”

Master	A.L.Davie.
Chief Officer	M. Murray.
2 nd Officer	D.L. Coe.
3 rd Officer	A. MacDonald.
Radio Officer	J. Thomson.
Cadet	C. Hurst.
Chief Engineer	J. MacKay.
2 nd Engineer	J. O’Hara.
3 rd Engineer	R. MacCrae.
3 rd Engineer	J. Walkden.
4 th Engineer	D. Livingston.
Electrician	D.A. McLellan.
Catering Officer	E. Hutter.
Cook	W.G. Mitchell.
G.P. Steward	B. Sinclair.
G.P. Boy	A.G. Richards.
G.P. Boy	W. Ross.
G.P. C.P.O.	P. D. Sharman.
G.P. P.O.	J.R. Young.
G.P. 1	J. Adams.
G.P. 1	D. Carmichael.
G.P. 1	S. Hornshaw.
G.P. 1	D.G. Marden.
G.P. 1	G. Stacey.
G.P. 1	M. Egan.
G.P. 1	J. Fendyke.
G.P. 1	A. J. MacLeod.
G.P. 3	G. McCrae.

M.V. “BARON ARDROSSAN”.

Master	G. Towers.
Chief Officer	G.W. Roger.
2 nd Officer	P.J. Brooks.
3 rd Officer	R. Richardson
Radio Officer	G. Walker.
Cadet	G. Scott.
Cadet	P.J. Ritchie.
Chief Engineer	B. Denmark.
2 nd Engineer	J. Doyle.
3 rd Engineer	N.J. Howle.
3 rd Engineer	I.M. Kenedy.
4 th Engineer	W. Johnston.
Electrician	G. Horwood.
Catering Officer	J. Hotchin.
Cook	W.J. Gray.
G.P. Steward	J. McGarvie.
G.P. Boy	J. Hanna.
G.P. Boy	K. Maitman.
G.P. C.P.O.	D. Budd.
G.P. P.O.	T. McQuade.
G.P. 1	P. Duncan.
G.P. 1	A.G. Kerr.
G.P. 1	D. MacDonald.
G.P. 1	D. Thornton.
G.P. 1	J. MacDonald.
G.P. 1	C. Campbell.
G.P. 1	J.S. Bailey.
G.P. 2	R. Moore.

M.V. “TEMPLE BAR”.

Master	T.P. Edge.
Chief Officer	H. Weddell.
2 nd Officer	D.J.M. Morris.
3 rd Officer	A. Latty.
Radio Officer	D.W. Humble.
Cadet	K.R. MacAulay.
Chief Engineer	W. Anderson.
2 nd Engineer	D. Wright.
3 rd Engineer	J.L. Blackwood.
4 th Engineer	D. Morrison.
Junior Engineer	T.A. Cummings.
Electrician	T.G. Davidson.
Catering Officer	A. McGill.
Cook	T.L. Joyce.
G.P. Steward	A. McIvor.
G.P. Boy	I. MacMillan.
G.P. Boy	I. Cullen.
G.P. C.P.O.	D. McMahon.
G.P. P.O.	T. Nicol.
G.P. 1	T. Ward.
G.P. 1	D. Murray.
G.P. 1	T. J. Shearer.
G.P. 1	J. Hill.
G.P. 1	K. Neale.
G.P. 1	G.A. Wardle.
G.P. 1	C. Kircaldy.
G.P. 3	R. Thomson.

M.V. “BARON BELHAVEN”.

Master	S.J. Readman.
Chief Officer	W.E. Kean.
2 nd Officer	N. Battersby.
3 rd Officer	J. Hood.
Radio Officer	D.P. Roche.
Cadet	R.J. MacLeod.
Chief Engineer	R. Taylor.
2 nd Engineer	T. Campbell.
3 rd Engineer	G. Law.
4 th Engineer	J.K. Kelly.
Electrician	A. McNeill.
Catering Officer	W. Mitchell.
Cook	F.L. Scotland.
G.P. Steward	B. Waldron.
G.P. Boy	D. Ross.
G.P. Boy	O. Breedy.
G.P. C.P.O.	A.A. King.
G.P. P.O.	C. Major.
3 rd Engineer	A. Beaton.
G.P. 1	J.O. Smith.
G.P. 1	G.W. Adams.
G.P. 1	H. Nedd.
G.P. 1	W. Randeholl.
G.P. 1	A. Rodrigues.
G.P. 2	P.A. Robinson.
G.P. 2	C.B. Kitt.

M.V. “BARON CAWDOR”.

Master	A.C. Hunter.
Chief Officer	W.A. Anderson.
2 nd Officer	B.D. Hulse.
3 rd Officer	J. Malcolm.
Radio Officer	D.A. MacLeod.
Chief Steward	P. Coles.
Assistant Steward	W. Ellis.
Chief Cook	J. Cassidy.
2 nd Cook	A. Patterson.
Chief Engineer	T. McGhee.
2 nd Engineer	D. Pennie.
3 rd Engineer	W. Watson.
3 rd Engineer	W. Hughes.
4 th Engineer	M.A. Pow.
Junior Engineer	D. Patterson.
Electrician	P. Jolly.

M.V. “BARON DUNMORE”.

Master	J.G. Jones.
Chief Officer	P. Richardson.
2 nd Officer	I.M. Herbert.
3 rd Officer	D.C. Betts.
Radio Officer	E.M. Miller.
Chief Steward	G. Daddy.
2 nd Steward	E. Crosby.
Chief Cook	A. McColl.
Chief Engineer	W. Carrigan.
2 nd Engineer	J. Patton.
3 rd Engineer	B. Carmichael.
4 th Engineer	A. Murray.
4 th Engineer	K. Murray.
Junior Engineer	A. Bolton.
Electrician	J. MacMillan.

M.V. “CAPE FRANKLIN”.

Master	C.G. Mallett.
Chief Officer	R.A. Behnan.
2 nd Officer	L.J. Gilhooley.
3 rd Officer	G.S. Copley.
Radio Officer	C.A. Adamson.
Cadet	R.G. Wiggans.
Chief Steward	J.H. Campbell.
Chief Cook	S.C. Wong.
2 nd Cook	E. McLaughlin.
Chief Engineer	A. Cameron.
2 nd Engineer	J. Riddle.
3 rd Engineer	J. Cummings.
3 rd Engineer	T. McLaughlan.
Junior Engineer	B. Hillfind.
Junior Engineer	T. Brankin.
Junior Engineer	M. Robertson.
Electrician	G. Robertson.

M.V. “CAPE CLEAR”.

Master	I.J.I. Barclay.
Chief Officer	B. Lawson.
2 nd Officer	M.G. Andrew.
3 rd Officer	M. Beeley.
Radio Officer	C. Houston.
Cadet	J.P.M. Allan.
Chief Steward	J. Stevenson.
2 nd Steward	C. MacLeod.

M.V. “CAPE CLEAR” (CONT.)

Chief Cook	K. Grant.
Chief Engineer	W. Kinnear.
2 nd Engineer	T. Carmichael.
3 rd Engineer	I.E. MacRury.
3 rd Engineer	Pollock.
4 th Engineer	R. MacMillan.
Junior Engineer	Kennan.
Electrician	B.M. Hill.

M.V. “BARON FORBES”.

Master	J. MacNab.
Chief Officer	A.J. Dickie.
2 nd Officer	A.T.L. Kemp.
3 rd Officer	W.R. Stevely.
Radio Officer	P.A. Murray.
Cadet	M. Arden.
Chief Steward	A. Randle.
2 nd Steward	A. McCloskey.
Chief Cook	C.K. Perkins.
2 nd Cook	G.K. Watson.
Bosun	M.I. Horreh.
Chief Engineer	D. Deans.
2 nd Engineer	W.A. Grimmer.
3 rd Engineer	A. Mooney.
4 th Engineer	T. Orr.
4 th Engineer	J. Robertson.
Junior Engineer	C. Westland.
Electrician	H.B. Buchanan.
E.R.S.	M. Hussein.

M.V. “CAPE HORN”.

Master	K.N. Dootson.
Chief Officer	W. Greatorex.
2 nd Officer	D.T. White.
3 rd Officer	A.C. Baker.
Radio Officer	D.F. Wilson.
Cadet	D. Fitzpatrick.
Cadet	E. Henderson.
Chief Engineer	R.J. Durban.
2 nd Engineer	T. Joyce.
3 rd Engineer	H. MacPhail.
4 th Engineer	J.T. Russell.
Electrician	G. Rutherford.
Catering Officer	J.P.D. Smith.
Cook	R.J. Hessie.
G.P. Steward	J. Whitton.
G.P. Boy	P. Reilly.
G.P. Boy	D. Lewis.
G.P. C.P.O.	P. Whyte.
G.P. P.O.	F. E. Courtney.
G.P. 1	A.C. Picken.
G.P. 1	D. Winning.
G.P. 1	R.W. MacLean.
G.P. 1	S. Buchanan.
G.P. 1	M. Williams.
G.P. 1	J. Challis.
G.P. 1	Read.

<u>M.V. “CAPE HOWE”.</u>		<u>M.V. BARON RENFREW (CONT.)</u>	
Master	C. Strachan.	G.P. 1	H. Hamilton.
Chief Officer	P. Fenwick.	G.P. 1	J.A. MacKinnon.
2 nd Officer	P.V. Flynnne.	G.P. 1	A.J. Campbell.
3 rd Officer	R. Mullen.	G.P. 1	W.R. Cox.
Radio Officer	J. Chamberlain.	G.P. 1	D.M. Lea.
2 nd Radio Officer	M. Thomas.	G.P. 1	J.W. Sommers-Harris.
Cadet	H. Kearney.	G.P. 3	P.G. King.
Chief Steward	T.W. Robson.		
2 nd Steward	E. Kelly.		
Assistant Steward	R. Van Mock.		
2 nd Cook	J.A.D. Brown.		
Carpenter	F. Dixon.		
Chief Engineer	J.A. Dawson.		
2 nd Engineer	R.T. Allan.		
3 rd Engineer	H.R. Lloyd.		
4 th Engineer	J. Shelley.		
Junior Engineer	N. Ramsay.		
Junior Engineer	F. Thomas.		
Junior Engineer	T. May.		
Electrician	J.L. Leiper.		
<u>M.V. “CAPE NELSON”.</u>		<u>M.V. “BARON INCHCAPE”.</u>	
Master	A.L. Milne.	Master	A.M. Fraser.
Chief Officer	J.M. MacKay.	Chief Officer	L.M. Hocking.
2 nd Officer	J.W. Purdon.	2 nd Officer	A.F. Dyson.
Radio Officer	L. Cameron.	3 rd Officer	A.G.F. Michie.
Cadet	D. Gordon.	Radio Officer	W. MacLeod.
Chief Steward	E. Trotter.	Cadet	J.H. Simmons.
2 nd Steward	J. McMahon.	Cadet	N.J. Wilson.
Bosun	R. Smith.	Chief Engineer	A. Alexander.
Chief Engineer	M. Porterfield.	2 nd Engineer	J. Ashcroft.
2 nd Engineer	W. Renton.	3 rd Engineer	J. Milne.
3 rd Engineer	R.G. Liddell.	3 rd Engineer	J. McNeill.
4 th Engineer	C.J. Tyre.	4 th Engineer	B. Corless.
Junior Engineer	A. Devlin.	Electrician	J. Rowland.
Junior Engineer	J.J. Thornton.	Catering Officer	R. Sherriff.
Junior Engineer	C.S. Graves.	Cook	C.H. Sturdy.
Electrician	L.V. Hunter.	G.P. Steward	T. Meharry.
Engineer Cadet	J.K. Prentice.	G.P. Boy	J. McDermot.
		G.P. Boy	J. McClory.
		G.P. C.P.O.	J. Heckles.
		G.P. P.O.	R. Rafter.
		G.P. 1	R. Welsh.
		G.P. 1	A. Graham.
		G.P. 1	D. Brown.
		G.P. 1	S. Farrar.
		G.P. 1	A. Stewart.
		G.P. 1	J. Harris.
		G.P. 1	A. Taylor.
<u>M.V. “BARON RENFREW”.</u>		<u>M.V. “CAPE RACE”.</u>	
Master	J. Tattersall.	Master	D. Sinclair.
Chief Officer	I.P. Teale.	Chief Officer	J. MacKellar.
2 nd Officer	I.M. Taylor.	2 nd Officer	W.G. Finnie.
3 rd Officer	J. Hanna.	Radio Officer	D. Gudgeon.
Radio Officer	D. Hynd.	Cadet	I. Watters.
Cadet	J. Paget.	Cadet	J. Wolstenholm.
Cadet	J.L. Wilson.	Chief Engineer	J. Allan.
Chief Engineer	A.G. Metcalfe.	2 nd Engineer	W. Adamson.
2 nd Engineer	J.M. Sutherland.	3 rd Engineer	P. Joyce.
3 rd Engineer	A. Harbinson.	4 th Engineer	A. Morrison.
3 rd Engineer	J. Mair.	Electrician	J. Wightman.
4 th Engineer	W. Drennan.	Catering Officer	R. Cathcart.
Electrician	G. Rowe.	Cook	J. David.
Catering Officer	J.E. Smith.	G.P. Steward	W. Yan.
Cook	W. Thomson.	G.P. Boy	R. Daniels.
G.P. Steward	J. Sutherland.	G.P. Boy	E. Ridley.
G.P. Boy	P.E. Mawston.	G.P. C.P.O.	L. Ali.
G.P. Boy	M. Robinson.	G.P. P.O.	W. Boyce.
G.P. C.P.O.	J. McCormack.	G.P. 1	W. Best.
G.P. P.O.	D. Ferguson.	G.P. 1	K.B. Browne.
G.P. 1	B. Mahoney	G.P. 1	H. Christiani.
		G.P. 1	R. Moore.
		G.P. 1	V. Straker.
		G.P. 2	J. Moriah.
		G.P. 2	K.L. Nelson.

<u>M.V. “CAPE ST VINCENT”.</u>		<u>M.V. “CAPE YORK” (CONT.)</u>	
Master	F.M. Dalby.	Chief Cook	Radcliffe.
Chief Officer	W. Fleming.	2 nd Cook	J. MacKinnon.
2 nd Officer	A. Bruce.	Bosun	A.M. Hassan.
3 rd Officer	D. Brannan.	Chief Engineer	J.M. Crosby.
Radio Officer	R. Boatman.	2 nd Engineer	G.B. McEwen.
Cadet	I.R. MacKay.	3 rd Engineer	R. Demaster.
Chief Engineer	A.S. Smith.	4 th Engineer	A.S. MacMillan.
2 nd Engineer	G.S. Stevenson.	4 th Engineer	Russell.
3 rd Engineer	R. Kennedy.	Junior Engineer	Stokes.
4 th Engineer	D. Bremner.	Electrician	R. Knight.
Electrician	M. Martin.	Engineer Cadet	S.J.N. Beeley.
2 nd Electrician	I.K. MacKinnon .		
Catering Officer	B. Whitfield.		
		<u>ON LEAVE</u>	
<u>M.V. “CAPE SABLE”.</u>		Master	J. Hetherington.
Master	P.B. Hall	Master	I. Tyrrell.
Chief Officer	A. Peebles.	Master	C. MacLean.
2 nd Officer	A. Weir.	Master	G. Anderson.
3 rd Officer	P. Smart.	Master	G. Downie.
Radio Officer	C. Ritchie.	Master	J. Hunter.
Cadet	P. Powell.	Master	D.L. Innes.
Chief Steward	J. Drury.	Master	T.R. Baker.
2 nd Steward	C. Smith.	Master	J.A. Roberts.
Assistant Steward	P. Findlay.	Master	W. Warden.
Chief Cook	R. Diamond.	Chief Officer	J. Peterson.
Bosun	I. Jama.	Chief Officer	J.E. Jennings.
Chief Engineer	D. Chalmers.	Chief Officer	D.D. Taylor.
2 nd Engineer	G. Carter.	Chief Officer	A. MacLeod.
3 rd Engineer	D. Drummond.	2 nd Officer	C.S. MacDonald.
4 th Engineer	C. Ramshaw.	2 nd Officer	M. Roche.
4 th Engineer	C. Clements.	2 nd Officer	R.K. Cameron.
Junior Engineer	N. Rowan.	2 nd Officer	A.R. Neil.
Electrician	J. Gallacher.	2 nd Officer	J.H. Houston.
		2 nd Officer	J.A.T. Melville.
<u>M.V. “CAPE WRATH”.</u>		2 nd Officer	I.R. Wemyss.
Master	D.S. Gordon.	2 nd Officer	N.G. Clarke.
Chief Officer	C. MacGregor.	3 rd Officer	R. Stevenson.
2 nd Officer	T. Walker.	3 rd Officer	R. Reid.
3 rd Officer	A. Lanfear.	3 rd Officer	J.R. Phillips.
Radio Officer	M.L. Bird.	3 rd Officer	M.W. Smith.
Cadet	D. Rutter.	Radio Officer	D.G.M. Crawford.
Chief Steward	I. MacDonald.	Radio Officer	N. Smith.
2 nd Steward	V. Betts.	Radio Officer	P.V. Jennison.
Chief Engineer	T. Dickenson.	Radio Officer	J. Gray.
2 nd Engineer	I.F. Munro.	Radio Officer	R. Faulds.
3 rd Engineer	R. Smillie.	Radio Officer	J. McDonaugh.
3 rd Engineer	J. Hannigan.	Radio Officer	B. Breslin.
4 th Engineer	J. McCue.	Radio Officer	M.J. Cairney.
Junior Engineer	R. Jeffrey.	Nav. Cadet	C.A. Dowie.
Electrician	A. Fanning.	Nav. Cadet	M.K. MacRae.
2 nd Electrician	L. Sim.	Nav. Cadet	P. Brennan.
		Nav. Cadet	S.J. Hall.
<u>M.V. “CAPE YORK”.</u>		Nav. Cadet	D.H. MacLeod.
Master	A.B. Sutherland.	Nav. Cadet	T.L. Sloan.
Chief Officer	P. Cooney.	Chief Engineer	D. MacLeod.
2 nd Officer	P.C. MacKay.	Chief Engineer	K.P. Malhotra.
3 rd Officer	R.D. Kincaid.	Chief Engineer	W. Saddler.
Radio Officer	A. Stewart.	Chief Engineer	D. Stirling.
Cadet	A.R.T. Potter.	Chief Engineer	J.L. Cochrane.
Cadet	H.A. Watson.	Chief Engineer	J. Loughran.
Chief Steward	T. Evans.	Chief Engineer	W. White.
2 nd Steward	M. Trainer.	Chief Engineer	A. Lounie.
		Chief Engineer	N.M. Ogilvie.
		Chief Engineer	J.V. Stephenson.

ON LEAVE

Chief Engineer	W.B. Moore.
2 nd Engineer	B.J. Sharp.
2 nd Engineer	T. Farrell.
2 nd Engineer	G.M. Durradi.
2 nd Engineer	H. Ostermann.
2 nd Engineer	C.S. Jowsey.
2 nd Engineer	C. MacRae.
2 nd Engineer	D.S. Smart.
3 rd Engineer	D.R. Dunlop.
3 rd Engineer	G. Walsh.
3 rd Engineer	A. Miller.
3 rd Engineer	A.R. Shah.
3 rd Engineer	J. Riddell.
3 rd Engineer	R.A. Connelly.
3 rd Engineer	G. R. Weir.
3 rd Engineer	A. Cortopassi.
3 rd Engineer	J. Winder.
3 rd Engineer	T.J. MacNab.
3 rd Engineer	J. Stone.
3 rd Engineer	I. Campbell.
3 rd Engineer	A. Dias.
4 th Engineer	R. Wilson.
4 th Engineer	W. Green.
4 th Engineer	D. Walker.
4 th Engineer	G. Leith.
4 th Engineer	A. MacKinlay.
4 th Engineer	T. McRea.
4 th Engineer	J. Aspden.
4 th Engineer	P. Hopsley.
4 th Engineer	T. McIntyre.
4 th Engineer	G. Yahya.
4 th Engineer	C.B. Greig.
4 th Engineer	D. Carmichael.
Junior Engineer	S. Haynes.
Junior Engineer	M. Law.
Junior Engineer	P.G. Porteous.
Junior Engineer	G. MacPherson.
Junior Engineer	D. Abernethy.
Junior Engineer	J. Welsh
Junior Engineer	J. MacKinven.
Eng. Cadet	E.C. Moffat.
Electrician	J. West.
Electrician	W. Hornshaw.
Electrician	B.W. Martin.
Electrician	W. Thomson.
Electrician	B. Hallas.
Electrician	A. Walker.
Electrician	W. Lothian.
Electrician	R. Walmsley.
Electrician	J. Mahoney.
Electrician	J.H. MacKay.
Electrician	G. Andrews.
Electrician	J. Matheson.
Electrician	R. McIntosh.
Catering Officer	G. Hughes.
Catering Officer	J. Rossiter.
Catering Officer	R.W. Loadwick.
Catering Officer	J. Clancy.
Catering Officer	H. Scollay.
Catering Officer	J. Blair.
Catering Officer	A. Sisi.
Catering Officer	K. MacKay.
Chief Cook	C. Cheetham.

ON LEAVE

Chief Cook	A. McCallum.
Chief Cook	J. MacDonald.
2 nd Cook	A.M. MacKay.
2 nd Cook	J. Gibson.
2 nd Steward	R. Ilderton.
2 nd Steward	I.E. Holmes.
Assist. Steward	L.C. Philips.
Assist. Steward	J.M. Harrison.
G.P. Steward	M. Radford.
G.P. Steward	M. Glendinning.
C.P.O./Bosun	P. McPhee.
C.P.O./Bosun	G. Williams.
C.P.O./Bosun	J.T. MacFarlane.
E.R.S.	A. Abdi.
G.P.1	G. Baldwin.
G.P.1	M. McPhee.

PERSONNEL ON STUDY LEAVE

2 nd Officer	D.C. Veitch.
3 rd Officer	R.S. Duncan.
3 rd Officer	N.P. Brewer.
3 rd Officer	A.J. Riley.
3 rd Officer	J.C. Gibson.
3 rd Officer	J.S. Johnston.
Nav. Cadet	G.W. Cunningham.
Nav. Cadet	R.I. MacKenzie.
Nav. Cadet	A. Walker.
Nav. Cadet	N.R. Munro.
Nav. Cadet	R. Abercrombie.
Nav. Cadet	N.A.K. MacKenzie.
Nav. Cadet	D.N. Fenton.
Nav. Cadet	N.G. Smith.
Nav. Cadet	C.J.B. Pyper.
Nav. Cadet	R.D. Gardiner.
Nav. Cadet	G.S. Adams.
Nav. Cadet	D.J. Bramham.
Nav. Cadet	W.J. McKie.
Nav. Cadet	A. Logan.
Nav. Cadet	M.G. Garey.
Nav. Cadet	M. Barrington.
Nav. Cadet	M.S. Twell.
Nav. Cadet	D. Campbell.
2 nd Engineer	D.T. Anderson.
4 th Engineer	T. Stafford.
Eng. Cadet	J.R. Watson.
Eng. Cadet	J. Love.
Eng. Cadet	W.N. Sewell.
Eng. Cadet	P.N. Gray.
Eng. Cadet	P.J. Broers.
Eng. Cadet	G.A. Douglas.
Eng. Cadet	J.P. Lucas.
Eng. Cadet	R.A. Adcock.

FLEET NEWS (con'd)

“CAPE SABLE” – arrived at Lumut (about 80 miles south of Penang) on 12th July with a cargo of wheat loaded in New South Wales and is expected to sail 19th July. From there she will move to Christmas Island, via Singapore for bunkers, to load phosphate for Australia, presently indicated Kwinana or Adelaide and Port Lincoln. After completion of the phosphate fixture she will load concentrates at Port Pirie for Kokkola, Finland.

“CAPE ST VINCENT” – is due Ocean Island 14th July to load part of a phosphate cargo for discharge at, probably, Albany and Fremantle, W.A., the balance of the cargo being loaded at Nauru. She should arrive at Albany on or about the 29th July. From Fremantle she will shift north to Shark Bay to load salt for Japan and on completion of that fixture will lift yet another salt cargo for Japan at Shark Bay.

“CAPE WRATH” – arrived at Ube, Japan, on 12th July with a cargo of Tampa phosphate and is due to sail from Ube about 18th July for Christmas Island. This next phosphate cargo is destined for Eastern Australia – Port Kembla indicated – and on completion in Eastern Australia she will load wheat, probably at Sydney and Newcastle, N.S.W., for Lumut, Malaysia.

“CAPE YORK” – sailed from Lulea, Sweden (see TRIAD No. 10, pages 35-37) with a cargo of iron ore pellets for Wilmington N.C., where she is due 20th July. From Wilmington she will move down to Tampa Range to load phosphate for Japan and from Japan will sail for Christmas Island to load a further phosphate cargo for Eastern Australia.

OFFICE NEWS (con'd)

The Office Football Team “faired” quite well in the Shipping Cup this year, qualifying for the semi-finals on a points basis, only to go out on a 4-1 deficit to Roxburgh Henderson. The results were as follows :-

1st Round – Denholm 5-1, 2nd Round – Pandair 3-0, 3rd Round – Lep Transport 1-3, 4th Round – Runciman 7-1, Semi Final – Roxburgh Henderson 1-4.

Having reached the last four, our team automatically qualified for a place in a runner's-up competition for the MacFarlane Trophy. However, on a home and away basis we were eventually knocked out by Lep Transport, who beat us 4-3 away after a 2-2 draw in the first leg at home.