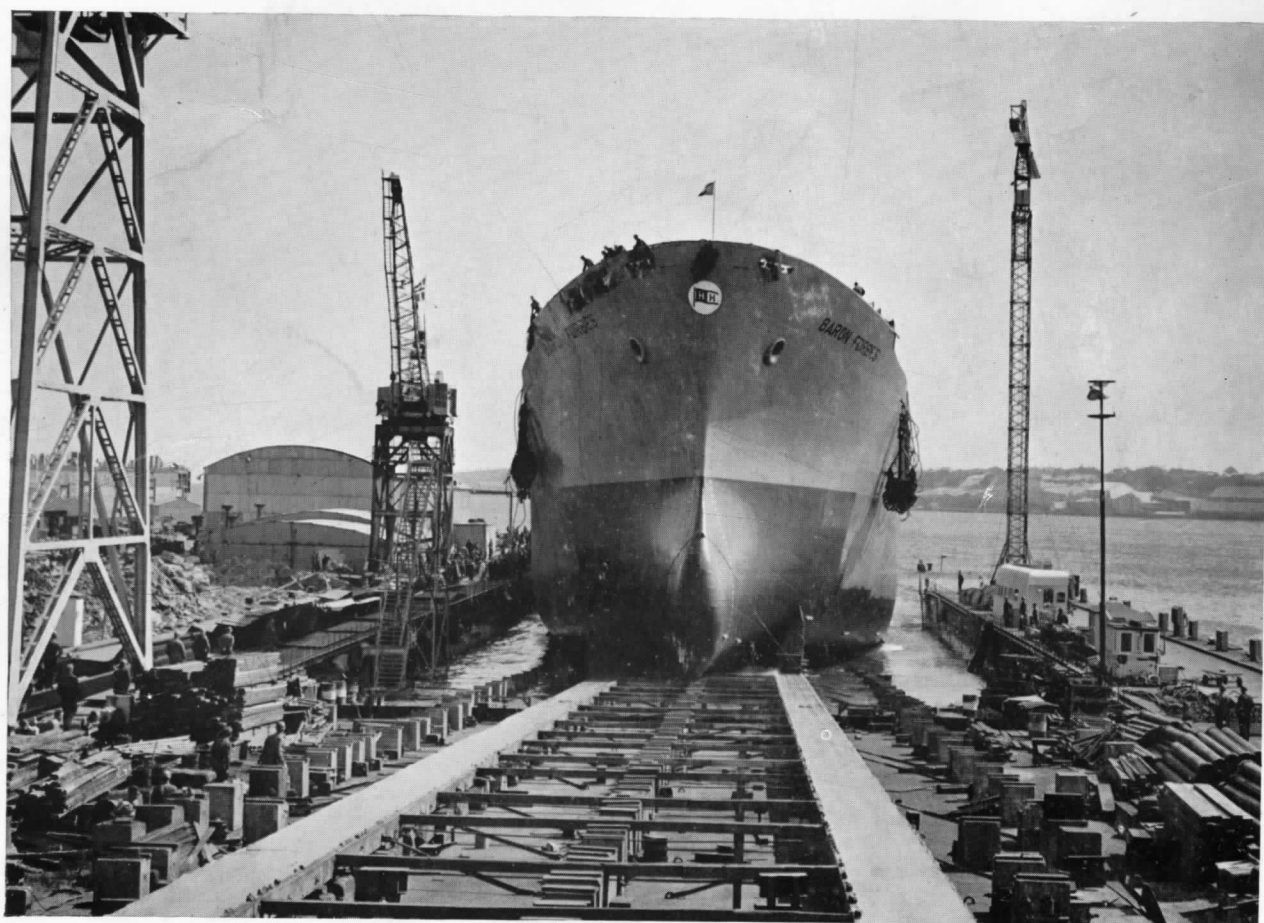


H. HOGARTH & SONS LTD.

NEWSLETTER



m.v. "BARON FORBES"

The outstanding occurrence to take place during the last three months was undoubtedly the launch of the first of our Norwegian bulk-carriers and details of this event are to be found on a later page. We have taken the opportunity of reproducing on the front cover one of the photographs taken at the launch.

In June we were very pleased to welcome to Scotland Mr. and Mrs. Philip Kelly, of Gibbs Bright & Co., Melbourne, who were on their way to tour the North during Mr. Kelly's long-service vacation. Mr. and Mrs. G. S. Brown were particularly pleased to receive a visit from them at their home in Fearnan and to have the opportunity of reciprocating in some small measure the kindness extended to them on their visit to Australia earlier in the year.

In the previous two numbers we have stressed the importance of receiving contributions to the Newsletter and are glad to say that these are now beginning to come in. They are very welcome and we thank those who have contributed. We will spare you yet another appeal for the time being and give you instead a few lines of verse:

Newsletter time is here again,
The Editor's getting worried -
His desk is covered with reams of paper,
His typing's somewhat hurried.

Blue pencil working overtime,
Words added and subtracted,
Expanding here, contracting there,
He's really quite distracted.

Hair growing greyer every day,
As publishing day comes nearer,
Sorting out his articles,
Until the mess grows clearer.

At last, typewriter's put aside,
No need now to employ it,
Newsletter's ready for you to read,
And we hope that you enjoy it.

HEAD OFFICE

Mr. John Currie joined the Engineer Superintendents' Department on 1st May.

Mr. Currie commenced his seagoing career in 1946 when he joined the British Tanker Company. He sailed with them for nine years after which time he continued his seagoing with the Anchor Line until 1963 when he came to us in November of that year. He sailed as Chief Engineer on "Baron Jedburgh" and "Baron Pentland" prior to joining "Baron Inverforth" on 13th September, 1965 when that ship was fitting-out at Sunderland and remained with her until coming ashore.

Mr. William A. Herron joined the Staff on 30th May and is assisting Mr. H. L. Brodie in the Lisbon Berth Service and Glasgow Agency Department.

DAVID R. SIMPSON

We were very sorry to learn of the death on 6th June, 1967, after a heart attack, of Mr. David Simpson who was in his eightieth year.

Mr. Simpson came to us in February, 1924, when he joined "Baron Glenconner" as Second Engineer. On 1st December, 1925 he was appointed Chief Engineer of that ship and sailed with her and four others : "Baron Saltoun", "Baron Blythswood", "Baron Cawdor" and "Baron Fairlie" : in that capacity until February, 1938 when he came ashore to join the Engineer Superintendent's Department. He became well known to and well-liked by many and remained constantly active until his retirement at the end of 1962. After his retirement he paid us occasional visits and it was always a pleasure to see him but latterly increasing years and deafness meant that we saw less of him than we would have wished.

We express our very sincere sympathy to Mrs. Simpson and their son and daughter.

Mr. K. Ross returned to the Office on 22nd June after having spent nearly six weeks in Japan during which time he superintended repair work on "Baron Garioch", "Baron Minto", "Baron Inverforth", "Baron Pentland" and "Baron Wemyss".

Credit for the verses on Page One must go to Mr. E. Robertson.

In the April Newsletter we mentioned that Lyle Shipping Company and ourselves were fielding a team to compete for the Glasgow Shipowners Recreation Club Football Cup, 1967 and an account of the matches played and final result will be found on later pages.

THE OFFICE GOLF OUTING

In the April Newsletter a visit to Buchanan Castle Golf Club in 1950 was recalled when the course was so wet as to be only just playable and we mentioned that an Outing had been arranged for April 27th. Our 'Golf Secretary' arranged the event for April 27th despite suggestions that it be fixed for June to ensure better weather and he was, therefore, greatly relieved when met with blue skies and glorious sunshine. Even more surprising, there was no wind.

Buchanan Castle is a beautiful course, fairly flat (a pleasant change for those whose home courses are of the mountain goat variety) and well wooded with meandering burns as well as being flanked by the Endrick Water. With the Campsie Hills forming a backdrop, it was a perfect setting in delightful weather for such an outing.

There were eleven players in all ; Messrs. A. C. Hogarth, W. Anderson, H. L. Brodie, H. Bryson, D. Gray, D. McDougall, A. McNair, E. Robertson, K. Ross and W. A. Taylor and we were glad to have with us Mr. J. Pollock, who retired at the end of last year.

To say that the standard of play generally matched the course and the weather can only be described as author's licence and certainly Nicklaus', Palmer's and Player's golf futures are in no way threatened. We were out to enjoy ourselves and that we did. Broad fairways are kind to wayward shots and the rough was equally gentle in most places; at some holes certainly the trees appeared to be mobile and occasionally childhood memories of playing in the sand were recalled in bunkers but that merely added to the pleasure.

Eventually we all foregathered in the bar for a welcome drink and reckoning of scores. The winner, with a nett 71, was David Gray who was

presented with the G. W. McDougall Cup and choice of club donated by Mr. Hugh Hogarth. Second and third places were taken respectively by W. A. Taylor (nett 73) and H. L. Brodie (nett 77) who shared a box of golf balls given by Mr. A.C. Hogarth. After the prize-giving we adjourned to the dining-room to do full justice to an excellent 'golfers' tea', then gathered in the lounge for a final chat before departing homewards at the end of a most enjoyable and memorable outing.

FLEET NEWS

Captain W. Warden has been appointed Master and Mr. T. McGhee Chief Engineer of m.v. "Baron Forbes", launched recently at Haugesund.

We are pleased to be able to report that Captain J. Pearson continues to make satisfactory progress after his recent heart attacks although it will be some time yet before his is completely fit.

In the April Newsletter we mentioned that Mr. J. Gilbert, Bosun, had retired and it now gives us much pleasure in being able to report that he was awarded the British Empire Medal in the Birthday Honours List.

Personnel Relations Courses

Captain J. D. Minards has recently completed a Course held at Otterburn Hall, Northumberland, (a report from him of the Course will be found on a later page) and Mr. T. Smith, Second Engineer, is presently attending one at Chesters House, Bearsden, Glasgow.

These courses continue to be well patronised and all who attend them appear to derive considerable benefit over the whole field of Personnel Relations.

Fire Prevention Courses

Mr. J. Tattersall, Chief Officer, attended a three-day Fire Fighting Course at McDonald Fire Station, Edinburgh, from 28th June after which he took up his appointment as Chief Officer of "Baron Forbes".

The following Officers are presently ashore studying:-

E. Addison	:	Studying for Master
A.P. Clements	:	" " "
K. Blyth	:	" " Second Mate
I. Nibblock	:	" " " Engineer
T. Campbell	:	" " " "
Eng. Appren. W.J. Shirley	:	"

"BARON BELHAVEN" Sailed from Lyttelton on the 3rd July (after being redelivered from Time Charter by Ellerman & Bucknall Steamship Co. Ltd.) in ballast for one or two ports in New South Wales to load coal and/or coke for Noumea. On completion of discharge at Noumea she will move to Queensland to load sugar for Japan and after that fixture has been completed she will again visit Queensland to load sugar for the U.K.

"BARON GARIOCH" Due Long Beach on or about the 6th July where she will load potash for discharge at Port Chalmers and Tauranga. After completion at Tauranga on or about the 10th August she will sail for Queensland to load sugar for Japan and is expected to arrive Queensland about the 17th August.

During her recent passage from Rotterdam to Chiba this ship had the misfortune to suffer a fairly serious main engine breakdown on the 22nd May which necessitated towage. She was taken in tow by the Japanese tug "Hayashio Maru" (G.R.T. 1156, I.H.P. 3900, owned by Nippon Salvage Co. Ltd., Tokyo, and stationed at Moji). As soon as the two vessels were connected the tug proceeded on passage at 8 knots and the 282 miles to Chiba were covered in 1 day, 6½ hours. The total passage time from Suez to Chiba was 26½ days.

"BARON INVERFORTH" Due Panama Canal on the 10th July on passage to the Gulf to load a cargo of milo for discharge in Japan. Loading port has not yet been declared but a port in Texas has been indicated. The ship is presently on Time Charter to Yamashita Shinnihon Steamship Co. Ltd., Tokyo and these Charterers have taken her for a further 5/7 months to carry 'soft' cargoes.

"BARON JEDBURGH" Expected at Onahama on or about the 10th July with mixed grade phosphates loaded at Port Tampa. Part of the cargo will be discharged at Onahama and the balance at Hachinoe, from where she should sail about the 18th July. These ports are situated on the N.E. coast of Honshu Island, Japan. From Hachinoe the ship will sail to Queensland, where she is due about 1st August, to load sugar for the U.K.

"BARON KINNAIRD" Due at Napier on the 7th July to discharge part of her Port Sutton cargo of phosphate and will land the balance at Whangarei from where she should sail about the 16th July for Queensland to load sugar for the U.K. It seems probable at the moment that she will proceed home via the Panama Canal.

"BARON MACLAY" This ship arrived at Dalhousie later than anticipated owing to delay suffered at St. John N.B. resulting from main engine bearing trouble. The ship's engineers worked extremely well in carrying out repairs - a fact which has been recognised by the Company. As mentioned in the April Newsletter, the ship has been taken on Time Charter by Yamashita Shinnihon Steamship Co. Ltd., Tokyo, and loaded a cargo of copper concentrates at Dalhousie, from where she sailed on 18th June, for discharge in Japan. The indicated port of discharge is Naoshima where we look for her arrival on or about the 25th July. On completion of discharge there she will move to Kure for drydocking prior to sailing for

Queensland to load sugar for U.K.

"BARON MINTO" Left Mackay on 13th June with sugar for U.K. and is due at the Panama Canal on the 12th July. We look for her arrival home on or about the 30th July. In view of the Middle East troubles this is the first of our ships to be routed home by way of the Panama Canal.

"BARON PENTLAND" Left Mourilyan on the 30th June after loading a full cargo of sugar destined for St. John N.B. where we hope she will arrive on the 7th August.

As a matter of interest this is the ninth of our ships to load a full cargo at Mourilyan since improvements were carried out at that port.

"BARON WEMYSS" Is due St. John, N.B. on the 10th July with a sugar cargo loaded at Bundaberg and Townsville. Meantime, the ship is unfixed beyond St. John.

When leaving Bundaberg both Captain Innes and Chief Officer Langford heard a scraping noise which suggested that the ship had 'run-over' something. A diver at Townsville found polished and scraped areas on the under-water parts but no apparent damage. When calling later at Bundaberg with "Baron Minto" Captain Jones reported having seen boulders rubbed by "Baron Wemyss" and subsequently dredged from the channel which bore definite paint traces and scrape marks. Apparently boulders appear to roll into the entrance channel during stormy weather.

Shipping Federation Personnel Relations Course

In May Captain J.D. Minards attended a week-long course on Personnel Relations organised by the Shipping Federation and held at Otterburn, Northumberland. We are grateful to him for providing us with the following account:-

"One of the most profitable weeks of a recent leave was spent in early May when attending the forty-seventh Course on Personnel Relations organised by the Shipping Federation.

Some twenty-six persons, both shore-based and seagoing from many ranks who attended this very intensive course geared to 'new-thinking', succeeded in unravelling the many set problems and came away at the end wiser and considerably more aware of the problems which exist in the Industry as they affect each one of us, ashore and afloat. A number of speakers did, I feel, succeed in convincing even the diehards of the need for change and for a clearer understanding of the root-causes of unrest on board ship, many of which were outlined by the seagoing participants.

The presentation of management problems was also high-lighted but I was left with the impression that the general feeling was efforts being made by individual companies would have been enhanced by greater representation at the Conference and it was also regretted that there was no-one present to put forward the views of wireless operators.

A considerable part of each day's work consisted of lectures on the value of good personnel relations and on the means of achieving these and a fair amount of ground was covered by group discussion on set problems. In the three groups of seven or more persons it was found that although no 'answer' reached by any one group was necessarily considered

the correct one, the group as a whole as well as each individual benefitted from these discussions - the findings of which were formulated by the group chairman.

The variety of talent attending ensured a wide range of interests being covered - the seagoing side being composed of master mariners of dry-cargo, tanker and passenger vessels as well as that of a Royal Fleet Auxiliary, deck and engineer officers, chief stewards and pursers and the shore-based side comprised the managing director of a tramp owning company, district secretaries of the Shipping Federation, marine, engineering and catering superintendents from a number of companies, a senior lecturer in engineering and the Director of Studies, Bath University School of Management.

This account cannot close without a reference to the Permanent Course Director, whose interest and dedication contributed so largely to the success of the Course".

NEWS

Regarding the visit to "Baron Garioch" at Liverpool by a party from the Merseyside Branch of the World Ship Society mentioned in the April number, we have received a letter from Mr. J. C. Griffiths, Branch Secretary of Outside Visits, expressing his thanks on behalf of the Society and Members and from which it is apparent that the visit was a great success.

On 30th May we received a cable from E. Pinto Basto & Cia. Lda., our Agents in Lisbon, offering us their congratulations for Celtic's win in the European Cup played at Lisbon.

In the April number we mentioned that we are maintaining the Berth Service between Glasgow and Lisbon in conjunction with John Bruce & Co. Ltd., one of Ellerman & Papayanni's associate companies. In this connection Mr. H. L. Brodie visited Lisbon at the beginning of May.

Our photograph and comments in the April Newsletter relating to "Ochertyre" have resulted in an interesting fact emerging. When "Baron Pentland" was loading in Glasgow during that month one of the shore watchmen employed turned out to be a gentleman by the name of Pirie, aged 85 years, who served as an apprentice on the "Ochertyre" for three years. Owing to injury, he had subsequently to give up his seagoing career. Apparently Mr. Pirie's father knew Mr. Hugh Hogarth, Founder of the firm.

HMV 31 - "BARON FORBES"

At 3.05 p.m. on 14th June the first of our Norwegian newbuildings, HMV 31, was launched at the Yard of Haugesund Mekaniske Verksted A/S, Haugesund. A fairly strong north west wind was blowing but the sun shone brightly all day. Above the launching platform flew the national flag of Norway and our own house flag and as the launching party approached the platform there was an accompaniment of music played enthusiastically by the local boys' and girls' school band, complete with drum ~~ma~~jorette. After an introduction by Mr. Sven Sandved, Managing Director of the Builders, the naming ceremony was most gracefully performed by the Sponsor, Mrs. M. B. Cheales who, speaking first in Norwegian and then in English, christened the vessel "Baron Forbes". Mrs. Cheales is the younger daughter of Mr. Hugh Hogarth, Chairman of the Owners and she was accompanied by her husband who is a Director of Hogarth Shipping Co. Ltd. and of Hill, Samuel & Co. Ltd., the Merchant Bankers. Also in the Owners' party were Mr. and Mrs. G. S. Brown, Mr. W. M. Scott, Mr. A. McNair, Captain and Mrs. H. Bryson, Mr. and Mrs. J. Currie, Captain and Mrs. W. Warden, Mr. and Mrs. T. McGhee.

The ship will be delivered at the end of October, 1967 and we hope that she will have a long and profitable career.

The single building berth at the Haugesund Yard is so constructed that its seaward end is like a drydock and is below water level but sealed off by a caisson. Prior to launching water is admitted to the lower end of the building dock and the caisson is lowered to give free access to the deep water of Karmsund, the strait running between the mainland and the island of Karmøy. When launched, each new vessel is quickly taken alongside the Builders' fitting-out quay which is conveniently situated on the seaward side of the building berth. No drag chains are required because the water in the flooded lower end of the building berth cushions the ship as she slides down the ways but an anchor is suspended over each side abaft the forecastle head and one or both of these can be dropped at will to give a measure of control over the vessel once she is afloat and clear of the building berth but before tugs can get lines aboard.

The new "Baron Forbes" is the second ship owned by the Company to bear this name and this prompts the question... "what of the first?..." There must be few people connected with the Firm who do not know something of that ship or have at least heard of her for, undoubtedly, she must have been one of the best-known ships ever owned by the Company.

She was originally German, having been built in 1915 by Henry Koch of Lubeck, and commenced life as the "Hamburg". She was 311 feet long, with a breadth of 42 feet and depth of 26 feet, gross and net

tonnages of 3068 and 1840 respectively and with two decks. She was powered by a triple-expansion steam engine - the steam being supplied by two coal-fired boilers. Prior to coming under our ownership she was renamed "General Napier" and, on being bought by us in 1924, acquired her third and final name. (Baron Forbes is, of course, the Premier Baron of Scotland, having been created in 1445, and the present Baron is the twenty-second holder of the Title).

She was acquired by us for the Berth Service between Glasgow, Lisbon and Huelva and she plied this route year after year with commendable regularity - becoming one of the best-known ships sailing out of the Clyde. In fact, so consistent were her comings and goings that she became known among Glasgow's dockers as the 'rent-boat' for, whatever the vagaries of other stevedoring work on the River, employment for some of them was assured with the coming into port of the "Baron Forbes".

With very little variation, year in, year out, she sailed between Glasgow, Lisbon and Huelva - outward with parcels of coal and general cargo, homeward with pyrites, cork, resin and wine to mention only a few commodities. A visit to her Princes Dock discharging berth was rewarding if only for a sniff of the mixture of cargo scents rising from her holds. She could carry eight passengers in four double-berth cabins reached by passageways leading off the commodious saloon and it was seldom that she sailed with these cabins empty in normal times, particularly during the spring and summer seasons, for the round-trip became a popular holiday with many people.

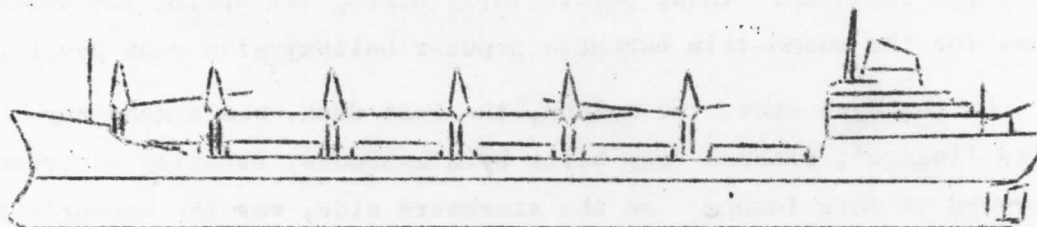
On the deck above the saloon, the boat deck, was a mahogany-panelled 'lounge', reached from below by a handsome, sweeping staircase and forward of this lounge, on the starboard side, was the Master's room - very different from that found on present-day ships of the fleet - for it is no exaggeration to say that with more than three people in the room it was crowded but it nevertheless managed to convey an atmosphere of comfort.

Only on rare occasions did the ship ply waters other than those between the Clyde and the Iberian Peninsula : June, 1926 found her in Antwerp from where she sailed for Baltimore and until March, 1927 her normal role was altered to the extent that she visited such ports as Norfolk, (Virginia), Wilmington, (Delaware), Nuevitas, Montreal, Sydney, (N.S.), Algiers, Naples and La Goulette. Seeing her in such 'strange' waters must have given rise to feelings in some people similar to those experienced in the war years when the 'Queens' were seen in, say, Australian waters! Another, but less far-flung variation on the theme occurred during the summer of 1934 when three calls at Setubal were added to the usual round. The normal pattern was then resumed until July, 1940 when she arrived at Sunderland. She remained in the Tyne area until July, 1942, earmarked for use there as a blockship should the Germans attempt an invasion. When this threat receded, she again resumed trading between

Glasgow, Lisbon and Huelva with only one diversion - a trip across the Western Ocean to New York and the West Indies. This proved to be the last of her 'foreign adventures' for thereafter she was never off the Iberian run until sold in 1953.

On 10th December, 1952 she sailed from Glasgow for Lisbon, Huelva and Lisbon, arriving back in Glasgow on 9th January, 1953 and completing discharge on the 15th, thus ending her 236th voyage under our ownership. At 4 p.m. on the 15th January she was handed over to the British Iron & Steel Corporation (Salvage) Ltd. and at 9.30 the following morning she left Rothesay Dock for the last time and moved down-river to Port Glasgow where she was broken-up. This closed a career of thirty-eight years - twenty-nine of them flying our flag - during which she gave reliable, trouble-free service and became almost an institution with the result that her going seemed the end of a chapter.

The accompanying outline drawings of the two ships, to a scale of 1" equalling 100', emphasise that they have little in common except their name.

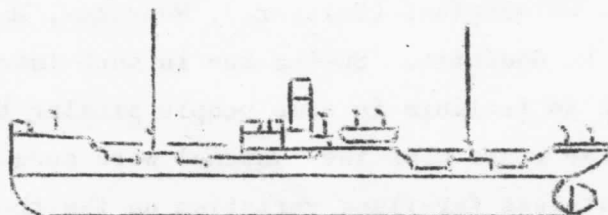


m.v. "BARON FORBES"

530' x 71' x 42'

Built Haugesund

1967



s.s. "BARON FORBES"

311' x 42' x 26'

Built Lubeck

THASALA, THAILAND.

We are indebted to Captain H. Bryson for the following account of this port:-

" At the mere mention of Thailand (Siam) the average person conjures up a picture of Yul Brynner and Deborah Kerr in the spectacular and romantic scenes of the film 'The King and I'. However, like most others I was in for a rude awakening.

My visit to Thailand occurred last year when the "Baron Inverforth" was on Time Charter to Kawasaki Kisen Kaisha and employed in transporting iron ore to Japan.

Our route from Muroran, Japan (Hokkaido) was through the Sea of Japan passing between Korea and Japan, thence down the west coast of Taiwan (Formosa). From the southern tip of Taiwan a course was made for the southern tip of South Vietnam - always keeping outside the range of the Vietcong guns, of course.

Captain Cain had briefed me on how to find Thasala - ... "sail due west from South Vietnam and you are bound to fetch up against the east coast of Thailand. You will have no bother finding Thasala as there are always other ships there..." In the light of later events that last remark should join the category of famous last words.

It should be pointed out that Thasala - pronounced TA-TA-LA by the natives - is merely a village situated about two miles up a muddy river, completely obscured from the sea and about 250 miles south of Bangkok. There are no landmarks to speak of except some nondescript mountains which lie several miles inland. However, we arrived off the coast of Thailand (I knew it was Thailand because of the language used by the fishermen when "Baron Inverforth" almost carried their nets away!) but there was not another ship to be seen. It was apparent that the current had set us to the southward so we steamed north hoping that barges would appear from one of the creeks, thus indicating that we had arrived. This is precisely what did happen and the ship was soon anchored in about forty feet of water and about four miles from the shore although no pilot was available to advise on the anchorage. After anchoring, the vessel was festooned with customs and immigration officials, agents, etc. ad infinitum - not to mention hoards of shore labour together with two young ladies who immediately set up shop selling cold Coca Cola, etc.

The ore was brought alongside the ship in flat-bottomed barges, each of which carried about 100 tons, these barges being towed out by small tugs. The native labour shovelled the ore into tubs which held about one ton and these were lifted on board by the derricks which were rigged in union purchase. The ore was emptied out of the tubs by a trip-wire made fast to the head of the derrick plumbing the hatch. The hook on the trip-wire was secured to the bottom of the bucket so that when the weight of the bucket came onto the trip-wire, the ore was tipped out into the hold. Although this method of loading may seem antiquated by modern standards, it should be noted that 100 tons of ore could be loaded into the ship in $1\frac{1}{2}$ hours and, furthermore, a total of 27,320 tons of ore was loaded by this method in 4 days, 11 hours. It was quite obvious that the labour on each barge were vying with each other to see which barge could be emptied first - a very rare trait in many other countries.

During our stay at Thasala I took the opportunity of going ashore. The journey ashore was made by launch and during the trip up-river to the village we passed the chute where the barges were loaded, the ore having been brought from the mines about thirty miles away by lorry. The trip up-river can be of a hazardous nature since the water is very shallow and sandbanks abound. I know of at least two gentlemen - who shall remain anonymous - who were stuck on a sandbank for several hours and I believe the coxwain of the launch heard a few new English expressions that day. Thasala turned out to be a very uninteresting village which only sported a few shops, a dispensary, a church and numerous hen-houses.

The nearest town to Thasala is Nakorn which is about twenty miles to the south. I made this journey by taxi and it was the most hair-raising trip I have ever made as it would appear that the car drivers in that part of the world are not capable of speeds under sixty miles per hour. The roads are only single lane and the surfaces of them would cause Macadam to turn in his grave. Apart from that there were several bridges between Thasala and Nakorn which consisted of two timber planks just wide enough to take the wheels of a car and did not have any sides to them. I could swear that the driver shut his eyes every time he approached one of these bridges - I certainly did!

Nakorn is a typical Thai town, completely unspoiled by western influence although the shops were well-stocked with modern commodities. Very few women were dressed in western style and the most common attire was the national dress of Thailand which seemed to consist of a cylindrical piece of brightly coloured cloth held under the arms by sheer will-power! Nakorn's claim to fame is the splendid Buddhist temple, the spire of which is reputed to be made of pure gold. I understand that the town also boasts two nightclubs. The people of Thailand were very friendly and appear to have a deep sense of pride in their country. The currency used is the Baht - the rate of exchange being 57.34 Bahts to the £. Sterling. Most articles in the shops were cheaper than in the U.K.

The "Baron Inverforth" was the first British ship ever to visit Thasala and it may well be the last because we were informed that the ore mines will be exhausted in another year.

When loading was completed we sailed away with the Thai equivalent of 'Haste Ye Back' ringing in our ears".

When writing to us about "Baron Inverforth's" call at Long Beach in May, Captain Cain commented particularly on how impressed he was with our Agents there, Messrs. Balfour Guthrie, who showed genuine interest and gave every assistance. He added that he also found Charterers' Agents, Lilly Shipping Agencies, very obliging.

A commentary on the particularly poor weather we had during May is that one of the typists was overheard muttering darkly whilst heading for the office lift - complete with ski sticks - "how will I get my skis into town?"

A BALTIC REMINISCENCE

An earlier article in the Newsletter described how the Baltic Exchange works and it was shown that chartering is very much a matter of daily personal contact between brokers. Under these circumstances, as you would expect, there is a great opportunity for personality and flair to develop. Each generation of shipbrokers has thrown up its characters who have become distinguished by their methods of business, by dress, by outlook and sometimes by all three.

For us today it is sometimes interesting to look back and see how ingenious some of the brokers could be in the light of conditions applying in their time.

Over the years, as in many other spheres of trade, there have been developments which have altered the method of conducting business, while leaving the spirit of most institutions such as Lloyd's and the Baltic Exchange unchanged to any great extent. In the case of the latter, much of the change which has taken place has been due to the speeding up of communications between the world's centres of business, brought about mainly by the wider use of the telex.

In former times, not very much earlier than the outbreak of the last World War, the pace of negotiations was more leisurely than it is today and in certain markets it was impossible to obtain replies to offers on the same day they were made, while in others such as the Americas there was a gap of some hours before replies could be received. Brokers used to arrange their business and social life accordingly. Those engaged in the Plate trade used to cable Buenos Aires reporting on the market at about lunchtime and were able to spend a leisurely afternoon, returning to active business after 5 p.m. and continuing well into the evening.

As one example of the part communications could play, there was one enterprising broker in the 1920's who had built up a personal friendship with the Russian official in London who used to quote the Soviet timber business and his Russian friend used to give him some preference on these orders.

Other brokers complained that they lost business as they received orders late and eventually the Russian told all brokers he would issue his orders twice weekly by post every Tuesday and Thursday so that all could receive them in the mail the following morning. In those days there was a postal delivery in the City of London at 11 p.m. and the enterprising broker discovered that a letter posted before 6 p.m. would be delivered that same night. So every Tuesday and Thursday he would have his dinner in the West End of London and return to his office to collect the 11 p.m. delivery. He then sent off his telegrams to his various clients in Scandinavia and went home by the last train. In the morning when his competitors had just

got round to despatching their cables he was receiving replies containing offers of tonnage. He was helped of course to some extent by the time difference between London and Scandinavia and the fact that work begins earlier on the Continent.

It took his competitors quite a time to discover how this was worked.

THE WATCH ASHORE

We are very pleased to have received from Mrs. Elsie Logan, wife of Mr. R. H. Logan, Chief Officer of "Baron Garioch", the following article on The Watch Ashore which we are sure will be read with considerable interest and we thank her for this contribution to the Newsletter. As Mrs. Logan suggests, anyone wishing further details of The Watch Ashore should contact her at the address given :-

"The Watch Ashore was founded in 1933. It was first thought of by The Honorable Mrs. Nelson-Ward who was keenly interested in her husband's, Admiral Nelson Ward, and Captain W. H. Coombs' work for improvement in conditions for Merchant Navy Officers. Mrs. Nelson-Ward felt that wives and mothers of Officers would be able to help the cause of reform. Why should there not be a definite Association of Womenfolk, relatives of Merchant Navy Officers? In this way the future Watch Ashore was suggested. Mrs. Nelson-Ward wanted the Watch Ashore to be an organisation for the purpose of members getting to know one another and worked to stimulate public interest in all matters concerning the British Merchant Navy. On February 20th 1933 the first meeting of The Watch Ashore was held in The Officers (Merchant Navy) Federation Offices in London. Rules were drawn up and the objects of the Association agreed. These were to form a bond of mutual interest between wives, mothers, sisters, daughters and others interested in the well-being of the officer personnel of the Merchant Navy and to stimulate and sustain public interest in the necessity for reform in the Officers' conditions of service in the Merchant Navy. (It must be remembered that in those days conditions of service for Merchant Navy personnel were not good).

There were soon branches of the Watch Ashore in many ports - Cardiff being the first to form a Branch. Captain W. H. Coombs did much work at this time to encourage the new Branches, visiting them and explaining the aims of the new Association. Now there are twenty Branches of The Watch Ashore in all the major sea ports throughout the British Isles.

Glasgow Branch was started in 1944. Their meetings are held fortnightly in The Merchant Navy & Airline Officers Association Rooms, 87 Carlton Place, Glasgow, C.5. and we have a very happy and flourishing Branch. At some of our meetings we have speakers discussing a wide variety of subjects and we also have nights 'on our own' when we can chat and become acquainted with one another. We also have visits to places of interest and in our next session we are visiting The Edinburgh Crystal Glass Company and The Mauchline Creamery and we are hoping to arrange a trip down the Clyde on the Glasgow Sludge Boat which, we understand, is a very interesting experience. We also meet members of the other two Scottish Branches (Edinburgh and Dundee) once a year to exchange

news and views with them and these have proved to be very happy social occasions in our Calendar.

At the beginning of June this year Glasgow Branch were the hosts of the Triennial Meeting of The Watch Ashore. This meeting, which was spread over four days, was an outstanding success. Representatives from all our Branches came to Glasgow for the occasion. We had a Civic Reception in the City Chambers and an Official Dinner in the Grosvenor Restaurant which was attended by Glasgow's Senior Magistrate, Baillie Daniel Donelley, and representatives from Glasgow Shipping Companies, Officers (M.N.) Federation, Glasgow & Clyde Shipowners' Association and The Shipping Federation, amongst others. Even the weather was kind to us and we were able to show our guests Scotland at its best - taking them on a tour of the Trossachs one day and, on the next, to Dunoon. Everyone enjoyed these trips enormously and many friendships were made.

The Watch Ashore looks forward with hope and confidence, There must be hundreds of wives, mothers and sisters of Merchant Navy Officers who are unaware of what membership of The Watch Ashore could mean to them and there may be many not directly connected with the Merchant Navy who would find it stimulating and interesting to become an Associate Member. Should any reader feel that the Association might have something to offer them or their relatives I shall be only too pleased to give them further information about our meetings if they get in touch with me or, if they live in another town, give them the name of the Secretary of their nearest Branch.

To end on a personal note, I can assure you that The Watch Ashore has done much for me personally in widening my horizons and enabling me to meet others in the same position as myself who have to be separated from their husbands for long periods."

Mrs. R. H. Logan,
Hon. Secretary, Glasgow Branch,
The Watch Ashore,
17, Linn Drive,
GLASGOW, S.4.

A cat and mouse known to us have evolved a strange relationship of cautious tolerance towards one another. Near panic developed recently when, after an acrimonious difference of opinion between them, the cat was found lurking under a bed but there was no sign of the mouse. It seemed that the inevitable had at last happened until it was discovered that pussy was sitting on an indignant but otherwise undamaged mouse.

Who, we wonder, suggested shortly after Sir Francis Chichester's recent return to Plymouth that he should do a lap of honour.

At this midway point in the year it is pleasant to sit back for a moment and recall past pleasures and anticipate those to come and for this reason we reproduce below the menu detailing the New Year's Dinner served on "Baron Garioch" for which credit must go to Captain A. L. Milne and Chief Steward E. J. Smith:

m.v. "Baron Garioch" New Year's Day, 1967

Wishing You All a Very Happy New Year

Captain A. L. Milne

Menu with Quotations

D I N N E R

Her's--doeuvre varies

Grapefruit en Surprise

"He was a brave man that ate the first oyster" - Swift.

SOUP

Creme Tomato

"Well I promised you a dinner" - Leigh Hunt.

FISH

Fried fillets Sole Meuniere

"The daintiest thing they taste" - Henry IV.

RELEVE

Roast Sirloin Beef

"We fat all creatures to fat us" - Hamlet.

Baked York Ham

"Old and faithful friend, we're glad to see you" - Measure for Measure.

POULTRY

Roast Stuffed Turkey

Cranberry Sauce

"Young and tender under the moon, guiltless, as yet of the sty" -
Charles Lamb

VEGETABLES

Cauliflower au gratin Garden Peas

"Perdition catch my soul but I do love ye" - Othello.

ENTREMETS

Rich Plum Pudding Brandy or Hard Sauce

"A man can die but once" - Henry IV.

SAVOURY

Cheese : Cheddar, Danish Blue Savoury Crackers

"Partook of choice repast" - Massinger.

Assorted Nuts

Fresh Fruits

Tunis Dates

"I have sent you these" - Richard III.

Cafe Noir

"Well how tastes it - is it bitter" - Henry VIII.

A WESTWARD LOOK

In an age when air travel is commonplace, there is probably little or no news value in the journeyings of one person but, against that, not everyone is fortunate enough to spend a fortnight's holiday in California and this is perhaps worth some comment.

The whole concept of time is upset when, leaving London by jet, the 'plane lands in Los Angeles eleven hours later, a non-stop flight during which magnificent views of Greenland, Northern Canada and the Sierra Nevada Mountains from a height of $7\frac{1}{2}$ miles were obtained. One hour in Los Angeles sufficed to complete immigration and customs formalities and the remainder of the journey to San Francisco took only forty minutes. Views obtained during this short hop formed the first impressions, later confirmed, of the vast amount of growth which has taken place over the last 10/20 years - what had been quite small, isolated communities not so long ago are now continuous urban areas which appear to have largely lost their individual identities. From the air, one of the outstanding impressions gained was the network of freeways - great six-or eight-lane concrete ribbons striding through, over or under everything in their path and carrying a formidable load of traffic. Their practical value was soon demonstrated after landing when the run from San Francisco Airport to the Golden Gate Bridge, about twenty miles, was completed in about twenty-five minutes in spite of competition from rush-hour traffic. However, perhaps fearing the smothering preponderance of freeways evident in Los Angeles, local protests in San Francisco reached such proportions that one was stopped in mid-construction and now looks like some great diving-board poised over the buildings beneath.

The ultimate destination, Sausalito, is a small, residential town north of the Golden Gate Bridge which has succeeded in retaining many of its own individual characteristics - perhaps helped in this respect by the steepness of the hills upon which it is built for much more weight of building and the whole lot might slide into the bay! The mention of Sausalito, and indeed of the San Francisco Bay area, is relevant in a shipping newsletter for the whole community has strong links with ships and the sea. Sausalito had its origins as the source of good spring water - the name is Indian for Little Willows - and 100 years ago sailing vessels regularly replenished their tanks there. Today, the boat population consists largely of myriads of yachts, fishing boats, a coast-guard cutter and a floating drydock, this latter having marred the view for months. Sausalito is an excellent vantage point for watching the San Francisco fog creep through the Golden Gate and spread its tentacles over most of the Bay Area whilst the watcher

remains in brilliant sunshine. Many will doubtless recall tankers built during the war whose names ended in 'Hills'; these had their origin in Sausalito from a yard called Marinship.

Northeast of Sausalito lies the town of Sonoma which, in addition to being the locale of the most northerly of the chain of twenty-one California Missions (and, in common with the other twenty, built of adobe which, although constructed in 1823, has lasted well over the years in spite of suffering such indignities as being used as a hay-barn, wine cellar and butcher's slaughter-yard), is also the home of a winery although most of the California vineyards are to be found further north in Napa County. A vineyard was started at Sonoma in 1856 from grape cuttings brought from Europe and this particular winery has won several awards for its products - at least one being a first-prize won in Paris. Until not long ago the winery was owned by a lady named Sabina Sebastiani McTaggart! The Valley of the Moon, where Jack London had his home, is not very far from here and at Calistoga, another town in the area, Robert Louis Stevenson spent his honeymoon in 1880.

One of the highlights of the holiday was a drive to Nevada, involving crossing the Sierra Nevada Mountains. Mention of these mountains introduces another link with shipping for the Mother Lode Country, ultimate goal in the Gold Rush of last century, is here and at that time San Francisco Bay was choked with deserted sailing vessels - the crews almost to a man having joined the rush to find sudden wealth in the mountains. In fact, so many ships lay crewless (in 1851 there were well over 800 in the Bay) that large numbers never sailed again but were used as warehouses or living accommodation. Many were scrapped for their timber and some of San Francisco's earliest waterfront shanties were built of wood from these ships. Other vessels were simply left to burn or decay but many were hauled close inshore, where filling-in operations were taking place, and sunk to contribute to the reclamation. A certain Captain John Lawson became a champion scuttler when, after having purchased two pieces of property only to find them under thirty-five feet of water, started appropriating deserted ships, filling them with ballast, and sinking them with explosives over his 'land' so that by the time his property was above water he had become an acknowledged expert in ship demolition. Fired by this success, he perfected his methods to the extent of sending down divers to ascertain the nature of the bottom, tidal drift, undercurrents, etc. and recording each detail on charts. Lawson was eventually responsible for sinking over one hundred ships along the San Francisco waterfront and his competitors disposed of a similar number with the result that ghostly remains of some of these ships continue to be exhumed to this day and as recently as last May ship relics were unearthed during digging operations for

the foundations of a new building to be erected in California Street.

To return to the High Sierra after this digression, on passing through the Mother Lode Country the road sweeps high above Donner Lake where, during the winter of 1846/47, the Donner Party ill-advisedly attempted a crossing of the mountains on foot and perished, and on to Lake Tahoe where is emphasised as much as any other place the tremendous growth rate taking place in western North America - the population having increased 600% in ten years. Beyond the Lake the road drops towards the Nevada Desert and to such towns as Reno, Carson City and Virginia City. This last-named place was the centre of the very extensive silver mining area - the Comstock Lode - and remains largely unchanged architecturally today from what it was onehundred years ago although the silver mines are no longer worked. A measure of the vast wealth which was extracted from the surrounding hills can be obtained from the fact that during the one month of March, 1873, one stope produced \$116,700,000 worth of silver. One of the centres of life in Virginia City is the Bucket of Blood Saloon, established in 1876, where can be had at a price a wide choice of 'refreshments'. The ice-cold Coca Cola was very acceptable in the heat of 100° plus!

A visit to Reno would have been only half a visit without a small flutter amongst the thousands of 'fruit machines' to be found all over the town and although hardly a fortune, the 'jackpot' won with one dollar's worth of nickels did pay for the petrol used on the trip. Judging from the number and determination of the crowds 'playing' the machines it seems probable that the owners of these establishments are on a much better wicket than the mine owners of Virginia City ever were.

A commentary on the roads traversed is that in one day, with frequent stops, 480 miles were covered with ease in spite of a maximum speed limit in California of 65 m.p.h. A similar drive not many years ago would have meant a two day marathon.

A return the next day to the San Francisco area brought the holiday nearer to a close and also once again shoulder-to-shoulder with the turmoil of traffic - including the cable cars. Mention of San Francisco immediately brings these little vehicles to mind - it was Rudyard Kipling who, in the 1880's, wrote "they take no account of rise or fall....they turn corners almost at right angles, cross other lines and, for aught I know, may run up the sides of houses....." and the Chinese who expressed his wonder of them by saying..."no pushee, no pullee, allee samee go like hellee!"

A fleeting visit to Vancouver on the flight home revived memories of more than thirty years of a beautiful city in a delightful setting although here again the over-riding impression of tremendous growth was

gained. Toronto and Montreal remain merely blurred recollections whilst rushing from one 'plane to another and by the time Shannon was reached Prestwick and the end of a wonderful holiday was nigh.

A.A.M.

FOOTBALL CUP MATCHES

In the April Newsletter we mentioned that Lyle and ourselves were fielding a team to compete in the Glasgow Shipowners' Recreation Club Football Cup 1967. The decision to enter for the Cup and subsequent formation of the team generated considerable interest and enthusiasm and this continued from the start, when training sessions and 'friendly' matches took place, until the final matches were played.

Our first league match was played against City Line/Furness-Houlder during the evening of Thursday, 20th April at Cardonald. In the first fifteen minutes we were two goals up in spite of thunder, a high wind, a bad ash playing-surface and being without our left half. It should perhaps be mentioned that, much as we would like to claim these two goals were the result of good play finishing with unsaveable shots, they were in fact own-goals! Immediately before half-time our outside-right scored, giving us a 3-0 lead. At this point some of the players and spectators may have felt that the game was all but won but, if so, they were reckoning without the fact that for the second half City had the help of a strong diagonal cross-wind and the slope of the pitch. Their play tightened markedly at this point and their pressure soon resulted in them scoring. A second goal followed shortly after and there was then a determined effort to equalise. Fifteen minutes from the final whistle a high, bouncing lob found its way into our net and the score was 3-3. After this equaliser the remainder of the game was played deep in our half but some excellent defensive play by our team prevented further scoring.

The 'gate' on this occasion included one very small boy of doubtful allegiance who ventured the opinion that some of the players were 'gey auld men', after which he left.

The second Tournament match was played on 27th April in good weather (a pleasant change from the previous match) against a team formed by Escombe McGrath, P. Penderson and Prentice, Service and

Henderson and took place at South Pollok. An encouraging number of spectators were present and included four or five small boys on this occasion who were generous in their gratuitous advice from behind the goal. Five minutes after kick-off our goal was threatened but the situation was restored and thereafter our defence settled down with play moving from end to end without either team gaining an advantage. Half-time arrived with no scoring but immediately after the start of the second-half Escombe scored with a high ball from touch. After this our opponents increased their pressure and the position was precarious for a spell but our team gradually gained control and were, in fact, unfortunate not to score at one point, the ball striking the post. Towards the end our forwards again came near to scoring an equaliser but the crossbar got in the way this time and we were unlucky not to score in spite of continued pressure so the match ended in a 1-0 victory for Escombe. The general feeling was that our team deserved at least a draw.

The third fixture of the series was an away match played on the evening of Tuesday, 2nd May against an amalgamated team from Clan Line, Davidson, Park & Speed, F. C. Strick and Constantine at South Pollok. The weather was cold and dry with a strong wind and the pitch, although grass, was unyielding and bumpy. Very soon it became apparent that we were up against a hard, experienced team who maintained a sustained attack which frequently hard-pressed our defence. The opposition's first goal came after about fifteen minutes and this stung our team into action but the most achieved was a corner. The atmosphere of the game was not helped by some of the measures adopted to resist our attacks and unfortunately this state of affairs persisted throughout the game. Shortly before half-time a second goal was scored against us giving a half-time score of 2-0. During the robust play which continued in the second half one of our players twice suffered injury but nevertheless continued playing hard during the remainder of the game. Two defensive errors resulted in a further two goals being scored against us putting us four down but in spite of this our team never ceased trying (indeed, this was a feature of all our games) and their efforts were rewarded with a goal. Shortly before the final whistle Clan scored their last goal, giving a final score of 5-1.

The fourth match, and the final one as far as we were concerned, was against Clyde Port Authority at their Renfrew ground on Thursday evening, 11th May and as they had scored twenty-one goals during their previous three games and lost only one they had built up a considerable reputation. It seemed therefore that our only hope was to give them as good a game as possible and keep the score respectable! In view of this and because of the decision to redeploy our defence in the light of

previous matches we played a deliberately defensive formation of three backs, three half-backs and four forwards. Strangely, Clyde Port Authority took some time to settle down and at the outset we had a lot of the ball, giving our opponent's defence trouble to the extent they were forced to concede a number of corners. Unfortunately, resulting from a miscalculation on the part of our centre-half, Clyde Port Authority scored after about twenty minutes but ten minutes before half-time the situation was redressed when we equalised. However, just before half-time the opposition scored their second goal to give a half-time position of 2-1. Clyde Port Authority pressure was felt from the start of the second half and our goal had some narrow escapes but our goal-keeping was very good. Our defence withstood this pressure well although it was regrettable that an aimless Clyde Port Authority cross was deflected in error into our goal by one of our men. After this, our team renewed their efforts and were unfortunate in seeing two good shots fail to reach the net. The final score was therefore Hogarth-Lyle 1, Clyde Port Authority 3 which can be considered quite a good result. As we had originally set out to play a defensive game it was encouraging to see our forwards so much to the fore.

Although we were not involved in the semi-finals or final, an account of the Tournament would be incomplete without an account of these games.

The two semi-finals were played between Clan Line and City Line on the one hand and Clyde Port Authority and Escombe McGrath on the other. The former, as some had anticipated, was decided by brawn rather than brain, resulting in a 1-0 victory for Clan although it could be that our feelings were somewhat prejudiced in the light of our experience in the third fixture.

The latter proved an entertaining game to watch and at the outset the teams seemed evenly matched. However, after scoring their first goal after twenty-five minutes Clyde Port Authority gradually exerted their superiority and became the dominant side with the result that the final score was Clyde Port Authority 7, Escombe McGrath 0.

The final, therefore, was between Clyde Port Authority and Clan Line and was played on 5th June at the ground of G. & J. Weir, Cathcart, when the evening was fine and ground conditions excellent although a blustery cross-wind made ball control difficult. The game provided good entertainment and in the early stages play was end to end. Both teams missed opportunities to score but when playing with ten men Clyde Port Authority (whose goalkeeper was injured after about fifteen minutes play and was off the field for ten minutes) opened the scoring and the half-time position was Clan 0, Clyde Port Authority 1. Excitement continued in the second-half but no further scoring took place

until fifteen minutes before the final whistle when, desperate to equalise, Clan's centre-half moved up-field and this gave Clyde Port Authority the scope they were looking for with the result they scored a further two goals, giving a final score of Clyde Port Authority 3, Clan 0. This match proved a fitting climax to the Competition and it would certainly seem that the best footballing side deservedly won the Cup.

Considering this was our first attempt in the Tournament for many years there is no doubt the team as a whole made a very good showing and this, coupled with their excellent spirit, gives us a considerable degree of confidence for the future. Throughout the Tournament the players were very ably led by their captain, R. Doak.

The team members and those connected with them have asked that their thanks be expressed to the Directors for the encouragement given and equipment provided.

In April it was reported that a bell-ringer was tragically killed when the bell-rope dragged him fifteen feet into the air causing him to strike his head on the ceiling and fall to the ground. At the time he was instructing a class of novices on the dangers of bell-ringing.

A small boy dashed into the house in a great state of excitement, sought out his father, and exclaimed...."Dad! the neighbours have a wonderful new machine for mowing the grass - you don't have to worry about an engine or wires or anything like that, you just push it!"....

PERSONNEL

"BARON BELHAVEN"

MASTER	J. D. MINARDS
CHIEF OFFICER	I. ROLLO
2nd OFFICER	B. ROGERS
3rd OFFICER	J. MAIR
RADIO OFFICER	A. N. MITCHELL
CADET	R. DUNCAN
BOSUN	D. BEATON
CHIEF STEWARD	J. BLAIR
COOK	A. McCALLUM
CHIEF ENGINEER	J. ATKINSON
2nd ENGINEER	G. REAY
3rd ENGINEER	R. McKINNON
4th ENGINEER	C. SNEDDON
JUNIOR ENGINEER	A. McINTYRE
JUNIOR ENGINEER	D. SMITH
JUNIOR ENGINEER	F. WARD
ELECTRICIAN	R. MOFFAT

"BARON GARIOCH"

MASTER	A. L. MILNE
CHIEF OFFICER	R. H. LOGAN
2nd OFFICER	M. HEAPE
3rd OFFICER	R. TAYLOR
RADIO OFFICER	J. OGILBY
CADET	B. CALAM
BOSUN	A. YUSUF
CHIEF STEWARD	E. J. SMITH
COOK	S. SHOWERS
CHIEF ENGINEER	R. BAILES
2nd ENGINEER	D. ADAM
3rd ENGINEER	A. McWALTER
4th ENGINEER	J. McKINLAY
JUNIOR ENGINEER	B. E. CARTER
JUNIOR ENGINEER	J. KELLY
ELECTRICIAN	E. J. PRESTON

"BARON INVERFORTH"

MASTER	J. R. L. CAIN
CHIEF OFFICER	J. HUNTER
2nd OFFICER	H. MacDONALD
3rd OFFICER	T. R. COWELL
RADIO OFFICER	J. J. McKENNA
CADET	N. G. CLARKE
CADET	J. N. MacDONALD
CADET	A. J. RILEY
CADET	M. W. SMITH
CHIEF STEWARD	E. VAHER
CHIEF ENGINEER	A. MacLEAN
2nd ENGINEER	C. McCRAE
3rd ENGINEER	H. MacPHAIL
4th ENGINEER	G. MacLEOD
ELECTRICIAN	R. PRATT

"BARON JEDBURGH"

MASTER	I. S. GRAHAM
CHIEF OFFICER	E. S. WILLIAMS
2nd OFFICER	R. BRECKNELL
3rd OFFICER	K. J. BLYTH
RADIO OFFICER	J. O'HARA
BOSUN	J. R. NORDEN
CHIEF STEWARD	A. SISI
COOK	P. J. FOLEY
CHIEF ENGINEER	J. McGONIGLE
2nd ENGINEER	W. LAPSLEY
3rd ENGINEER	R. GIRLING
4th ENGINEER	D. CARMICHAEL
JUNIOR ENGINEER	N. CORRY
JUNIOR ENGINEER	D. E. HENDERSON
JUNIOR ENGINEER	M. T. HOGAN
ELECTRICIAN	R. KENDRICK

"BARON KINNAIRD"

MASTER	T. B. McLEOD
CHIEF OFFICER	W. M. ROSS
2nd OFFICER	G. SYMON
3rd OFFICER	H. McBAY
RADIO OFFICER	B. S. COLE
CADET	C. F. GREEN
CADET	A. T. KEMP
BOSUN	W. B. HILL
CHIEF STEWARD	T. EVANS
COOK	W. WALSHAW
CHIEF ENGINEER	A. G. METCALF
2nd ENGINEER	G. STEVENSON
3rd ENGINEER	R. DOWNIE
4th ENGINEER	D. MADGE
JUNIOR ENGINEER	F. HILTON
JUNIOR ENGINEER	J. O'HARA
JUNIOR ENGINEER	J. REID
ELECTRICIAN	J. COYNE

"BARON MACLAY"

MASTER	I. MACKAY
CHIEF OFFICER	G. LINDSAY
2nd OFFICER	W. E. GRMATOREX
3rd OFFICER	C. C. LANGLANDS
RADIO OFFICER	F. P. McMAHON
CADET	P. F. ANSELL
BOSUN	F. SKEETE
CHIEF STEWARD	J. J. KAVANAGH
COOK	D. R. McCLEAN
CHIEF ENGINEER	J. A. GRAY
2nd ENGINEER	G. J. CARTER
3rd ENGINEER	H. CLIFFORD
4th ENGINEER	J. O'SULLIVAN
JUNIOR ENGINEER	R. W. HUGHES
JUNIOR ENGINEER	G. McGEACHY
JUNIOR ENGINEER	A. MacKAY
ELECTRICIAN	R. DUNCAN

PERSONNEL

"BARON MINTO"

MASTER	C. A. JONES
CHIEF OFFICER	A. MACAULEY
2nd OFFICER	J. BARCLAY
3rd OFFICER	P. HIRST
RADIO OFFICER	M. ANDERSON
CADET	J. WOOD
BOSUN	F. GRADY
CHIEF STEWARD	W. BAGE
COOK	J. EDDLESTON
CHIEF ENGINEER	R. POVEY
2nd ENGINEER	H. OSTERMANN
3rd ENGINEER	H. CAMERON
4th ENGINEER	I. HUTCHISON
JUNIOR ENGINEER	F. AUSTIN
JUNIOR ENGINEER	D. MacDONALD
JUNIOR ENGINEER	N. MacFADYEN
ELECTRICIAN	A. KILPATRICK

"BARON WEMYSS"

MASTER	D. INNES
CHIEF OFFICER	O. L. THOMAS
2nd OFFICER	M. ROCHE
3rd OFFICER	K. LOGAN
RADIO OFFICER	I. CHARLTON
CADET	C. ARMSTRONG
CADET	C. COPLEY
BOSUN	A. UNGI
CHIEF STEWARD	J. THOMAS
COOK	R. ASH
CHIEF ENGINEER	A. ALEXANDER
2nd ENGINEER	R. BAXTER
3rd ENGINEER	D. ROSS
EXTRA 4th ENGINEER	W. BOUSTON
6th ENGINEER	J. CAMPBELL
7th ENGINEER	H. MacDONALD
ELECTRICIAN	A. FANNING

SICK

CAPTAIN	J. PEARSON
CHIEF ENGINEER	W. SADDLER
3rd ENGINEER	K. WALLACE

"BARON PENTLAND"

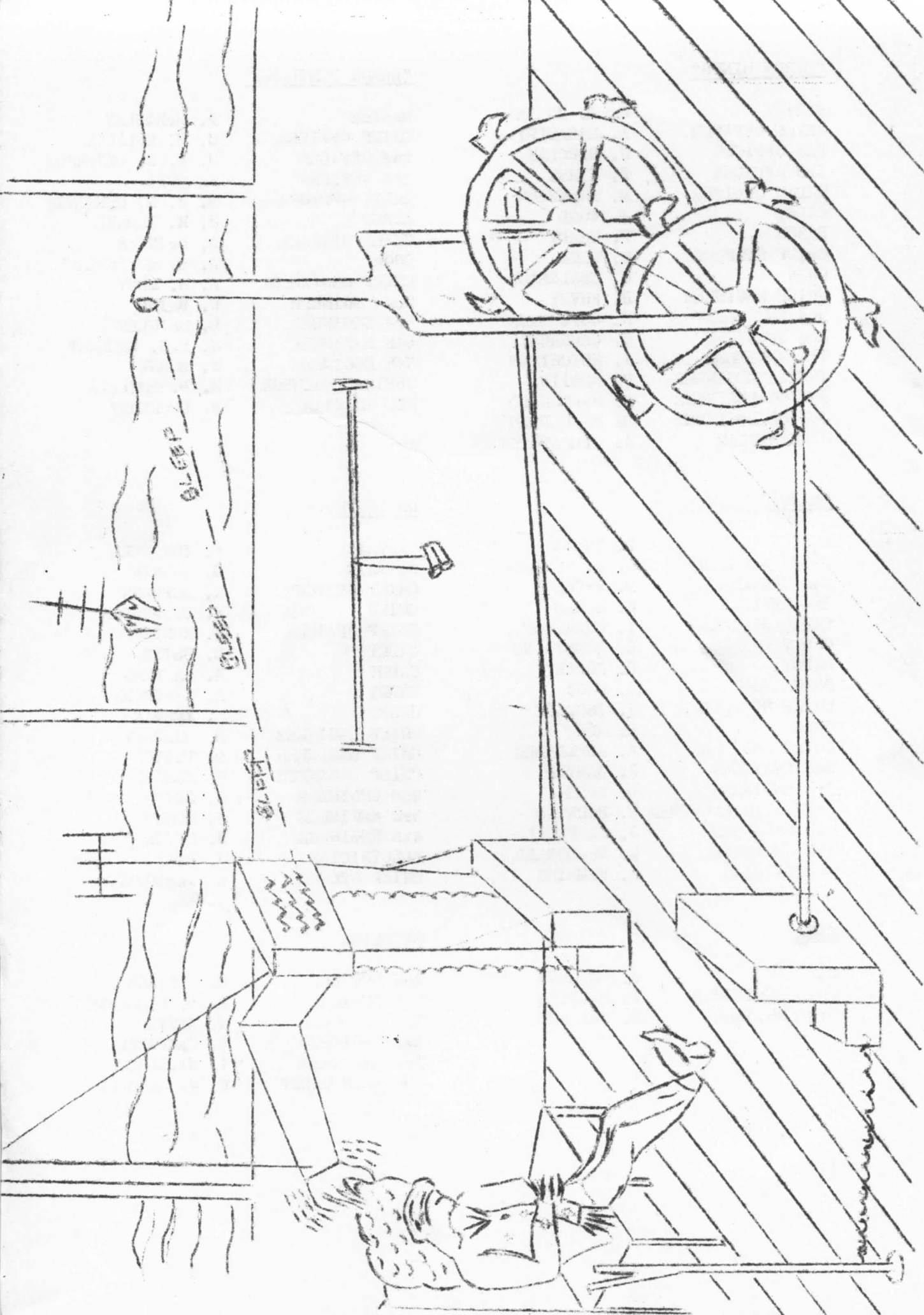
MASTER	A. McKINLAY
CHIEF OFFICER	G. H. KELLOCK
2nd OFFICER	J. R. C. PETERSON
3rd OFFICER	A. WEIR
RADIO OFFICER	R. J. T. HEMMINGS
BOSUN	J. H. ISMAIL
CHIEF STEWARD	A. McINNES
COOK	A. S. SUTHERLAND
CHIEF ENGINEER	A. H. EDDY
2nd ENGINEER	W. BAIRD
3rd ENGINEER	E. McAULEY
4th ENGINEER	J. McK. STEWART
5th ENGINEER	E. BURNS
JUNIOR ENGINEER	R. B. SMILLIE
ELECTRICIAN	W. DOCHERTY

ON LEAVE

CAPTAIN	P. TURNBULL
CAPTAIN	G. DOWNIE
CHIEF OFFICER	A. HEPBURN
CHIEF OFFICER	S. C. GORDON
CHIEF OFFICER	G. HUNTER
CADET	D. BETTS
CADET	A. LANFEAR
CADET	A. KINGHORN
CADET	A. YEAMANS
CHIEF ENGINEER	R. BRADLEY
CHIEF ENGINEER	D. LEGGE
CHIEF ENGINEER	W. BRODIE
2nd ENGINEER	T. SMITH
3rd ENGINEER	J. HENRY
4th ENGINEER	J. STONE
ELECTRICIAN	J. GRAY
CHIEF STEWARD	I. MacDONALD

STUDYING

2nd OFFICER	E. ADDISON
2nd OFFICER	A. P. CLEMENTS
3rd OFFICER	K. BLYTH
2nd ENGINEER	T. CAMPBELL
3rd ENGINEER	I. NIBBLOCK
ENGINEER CADET	W. J. SHIRLEY



This drawing, entitled 'Automation', has been received from "Baron Pentland". When sending it, Captain McKinlay mentioned that the artist wishes to remain anonymous but that a clue to his identity may be found in the drawing. As far as we know there are no prizes for guessing correctly.