

H. HOGARTH & SONS LTD.

NEWSLETTER



m.v. "BARON GARIOCH" m.v. "BARON WEMYSS"
m.v. "BARON MINTO"

1.

The weeks and months roll by with what seems like ever-increasing speed and the issue of this fourth Newsletter completes the first year of its existence during which it appears to have met with general approval and interest and, as we mentioned in the April number, it does seem to be filling a need. In addition to written contributions from the ships, we would also welcome photographs for there must be a large number of proficient photographers in the fleet who could provide excellent material for a cover picture. We therefore hope to receive some photographs as well as an ever-increasing quantity of news and written articles.

Once again we are able to include as a major news item an account of the launch of one of the new Norwegian-built ships - "Baron Cawdor" at Horten - and this account will be found on a later page.

Readers will also find two other articles which, by coincidence, combine three 'firsts' between them involving the one ship - Captain John Pearson's account of his first trip to sea on "Baron Haig" on that ship's maiden voyage and the importation of the first bulk sugar cargo into the United Kingdom by that ship in 1949.

HEAD OFFICE

There seems to be a great dearth of news worth recording on this occasion - perhaps because, over the summer months, people have been away on holiday or is it because matters have been proceeding in their usual efficient manner without any alarms, excursions or things out of the ordinary?

However, general appreciation was expressed when a television set was installed in the Office for a few hours on Wednesday, 20th September, to enable us to see the launching of R.M.S. "Queen Elizabeth II" by Her Majesty The Queen. The feeling of appreciation was all the greater for, in all probability, such an occasion as the launch of another "Queen" is most improbable and seeing such an event when it is actually taking place is more exciting than merely viewing it as one other news item at a later time.

LONDON OFFICE

Like Head Office, our London Office are suffering from a lack of news during the last quarter but we are indebted to them for providing us with the extracts below which appeared in Syren & Shipping :

Why 'Maru' for Ships?

We have been asked many times over the years why Japanese-owned ships always have names that end with the word "Maru". This custom dates back to very ancient times and its history may be of interest. As long ago as the 7th century, the Japanese Government carefully supervised the selection of lumber for vessels, as well as their actual construction. On completion, prayers were offered for a safe voyage.

When a ship returned to her home port successfully, she was given honorific titles and the word "Maru" to attach to her name. This word is synonymous with "Maro", the equivalent of the English "Lord", which was then used at the end of one's name by members of the nobility. The use of "Maru" in those faraway days was possible only with the authorisation of the Emperor. Today, major ships universally use it and it is common custom for even small local vessels to include the word as part of their name.

I.H.I. "Letter", Japan.

Watch Below

"Each pair of derricks is augmented by two powered topping winches and three guy winches which enable slewing and topping by each individual derrick with the intended maximum load of respective 10- or 15-ton loads without refigging the topping and guy tackles".- Japanese shipbuilders' handout.

Honourable reader, as well as esteemed tackle, will need refigging by the time this little lot has been sorted out.

Bournemouth Scots (and there seem to be 200 of them) are reported to have been furious when on Burns Night a young man appeared on their local T.V. screen wearing a mini-kilt.

This sartorial sacrilege is, however, already popular with swinging Scots north of the Border, where it has displaced the glass kilt with floodlit kneecaps, originally designed by a Mr. Ken Dodd for a local celebrity, the Laird o' Cockieleekie. Introduced, of course, by Miss Mary McQuant, the mini-kilt has alternative accessories for preserving the-ahem-decencies. One is a longer fluorescent sporran and the other tartan hose with quotations from Rabbie Burns up the clocks.

FLEET NEWS

Captain A. MacKinlay has been appointed Master and Mr. A.G. Metcalf Chief Engineer of m.v. "Baron Cawdor", launched recently at Horten.

It gives us pleasure to be able to report that Captain J. Pearson continues to make excellent progress and we hope that it will not be long before he is again completely fit.

We are very sorry to have to report two recent deaths amongst sea-going personnel :

On 22nd August Mr. A. McInnes, Chief Steward on board "Baron Pentland", collapsed. The ship was at Coatzacoalcos, Mexico, at the time and he was rushed to hospital by ambulance but was found to be dead on arrival - death being due to natural causes. Mr. McInnes was buried at Coatzacoalcos.

We were informed by cable on the 1st September that Mr. D. Brawn, Second Steward of "Baron Maclay", died from natural causes that day. At the time the ship was nine days out from Mourilyan en route to the U.K. and consequently Mr. Brawn was buried at sea.

We wish to express our sincere sympathy to the relatives of these two men.

Referring to our comments in the April Newsletter, in addition to "Baron Inverforth" and "Baron Wemyss" being supplied with films and film projector provided by Walport Film Service, "Baron Kinnaird", "Baron Maclay" and "Baron Pentland" have also now been equipped.

Fire Prevention Courses

Mr. A. Hepburn, Chief Officer, and Mr. K. Millar, Second Officer, have recently attended three-day Fire Fighting Courses in Edinburgh which they both found interesting and informative. We understand that these

Courses lack nothing in the way of realism.

Defence Course

Mr. Millar has also recently attended a one-week Defence Course held in Glasgow which he found useful but it is to be hoped that the knowledge acquired will not require to be implemented.

The following Officer is presently ashore studying:

E. Addison : Studying for Master.

The "Baron Minto" has been sold and was handed over to her new Owners, Astro Dichoso Compania Naviera, S.A., Panama, at Liverpool on 4th August, 1967. She has been renamed "Dirphys II".

Following upon the sale of the "Baron Minto" the Company has now sold "Baron Belhaven", "Baron Garioch" and "Baron Jedburgh". The decision to dispose of these still relatively new vessels was not taken without regret but we have absolutely no doubt that it was correct because competition from the ever-growing number of bulk carriers is narrowing the field of operations for our tweendeckers and we find it increasingly difficult to fix this class of ship as profitably as we would wish. We are retaining the four 'Pickersgill' sisterships which have the advantage over the 'Headhead' class of greater deadweight, lesser draft and lower fuel consumption and this will result in greater chartering flexibility. The less economical units of the fleet have been disposed of on a quite firm secondhand market and their comparative youthfulness made them attractive to a number of flag of convenience owners who had previously only held interest in 'Liberty' tonnage, but now that so many of those ships have been scrapped some of their erstwhile operators have looked around for suitable alternatives and have decided that our class of tweendecker - which is not numerous - meets their requirements. These owners appreciate particularly the low running cost of a ship of this type flying a flag of convenience and with that fact in mind our seagoing personnel on board the remaining tweendeckers must do all in their power to promote efficiency and stabilise running costs in order that these ships can remain competitive in today's very tough international trading conditions.

The "Baron Jedburgh" will be handed over to her new owners - Intercontinental Maritime Ltd., Monrovia, at Tilbury about the 10th of this month. The "Baron Belhaven" has been purchased by the same Greek interests but the name of the owning company is Evie Navigation Co. Ltd., Monrovia. The "Baron Garioch" has been sold to Bordagain Shipping Co. Ltd., Monrovia. The following individual ship paragraphs give details of when we expect to take delivery of the new "Baron Cawdor" and "Baron

Forbes" and the names of personnel appointed to the latter will be found at the end of this Newsletter.

"BARON BELHAVEN" Left Mourilyan with a cargo of bulk sugar on the 14th September and is due at Cape Town for bunkers on or about the 9th of this month. We look for her arrival in the U.K. about the 1st November.

"BARON CAWDOR" Is presently fitting-out at Horten. We hope to take delivery of the ship from the Builders about 1st March, 1968.

"BARON FORBES" Is expected to be ready for technical trials on the 17th of this month and then sail from Haugesund on 20th/21st. She will load pig-iron at Rotterdam or Vlaardingen for Japan and on completion of discharge there will proceed to British Columbia where she will be taken on Time Charter by Seaboard Shipping Co. Ltd.

"BARON GARIOCH" After sailing from Kobe on 29th September she shifted to Osaka for drydocking. On leaving Osaka, she sailed for Queensland to load bulk sugar for the U.K. and will proceed homewards via Cape Town for bunkers.

"BARON INVERFORTH" Is due in the Gulf about 14th of this month to load grain (excluding Brownsville, Texas - see Captain Innes' report on this place elsewhere in this Newsletter) for Japan - Tokyo/Hakata Range. During the carriage of this cargo the ship will be on Time Charter to Yamashita Shinnihon.

"BARON JEDBURGH" This ship, with a cargo of Queensland sugar, arrived in London on 28th September and hopes to complete discharge during the early part of this month. As mentioned above, she will then be handed over to her new owners.

"BARON KINNAIRD" The position regarding discharge of this ship's sugar discharge at Liverpool has been complicated owing to the dockers' strike at that port. On completion of discharge she will drydock and thereafter sail for Tampa Range to load mixed-grade phosphate for discharge in Japan - the indication being Onahama, Hachinoe and Sakata, the last-named port being on the Sea of Japan.

"BARON MACLAY" Passed through the Panama Canal on 20th/21st September with a cargo of Mourilyan sugar for discharge in the U.K. As she will meet with serious delay in discharge because of the congestion which has built up as a result of the dockers' strike even very approximate dates cannot be given but on completion of discharge of the sugar she will shift to Vlaardingen to load pig-iron for Japan.

"BARON PENTLAND" Loaded a cargo of sulphur at Coatzacoalcas for discharge at Esperance and Bunbury and arrived at the first-named port on 28th September. We hope that she will complete at Bunbury on 14th of this month. After completion, she will move to Whyalla and there load a cargo of steel blooms for Bilbao.

"BARON WEMYSS" Having loaded a cargo of grain at Brownsville, Texas, she arrived at Fushiki on 25th September, the first of three discharging ports - the others being Niigata and Akita (these three ports are on the Sea of Japan). We hope she will complete at Akita about 7th October and from there sail, via Moji for bunkers, for Queensland to load sugar for the U.K. She will return home via Cape Town.

NEWS

Lloyds List and Shipping Gazette of the 18th August contained the following account:-

"Soviet maritime historians were today trying to fathom the mystery sinking of a British-built ship in the Baltic Sea over fifty years ago.

The Defence Ministry newspaper 'Red Star', which first announced the discovery of the ship off the Latvian port of Liepaja in May, said naval divers had identified her as the "River Clyde", a motor-assisted barque built in Dumbarton in 1882, but there was no local record of any sinking in the area, the newspaper said. The divers found nothing to establish the vessel's ownership or the cause of her sinking.

Local experts estimate that she could have gone down any time between 1883 and 1915 'Red Star' added.

Lloyds List records show that a vessel named "River Clyde" was built in 1891 at Dumbarton. She was sold to a Mr. C. Andersen in Norway and renamed "Atlas". The vessel, while carrying coal to Kronstadt went ashore on the night of June 27th, 1893, in fog. The vessel later sank in twenty fathoms of water, the crew being saved by the British-flag vessel "Auricle" and taken to Dagerort."

R.M.S. "Queen Mary" will be the largest passenger ship ever to sail around Cape Horn on her final trip from the United Kingdom to Long Beach, California - sailing from Southampton on 31st of this month with about 1,000 passengers.

Clyde Cargo Record (Glasgow Herald 25th August, 1967).

"The largest ship ever to tie up in Rothesay Dock, Glasgow, "Kosice", a Czechoslovakian ore carrier, will leave today for Japan with a record cargo of 24,100 tons of pig-iron from Colvilles.

The previous Clyde single-shipment record was established earlier this summer when 14,700 tons of steel sheet and plates were despatched to North America.

It was a race against time and tides for Colvilles and the Clyde Port Authority to get "Kosice" loaded and away. She has to sail on today's high tide or be trapped in the River until next month.

The carrier was loaded with the cargo of about 500,000 'pigs' in eight days, setting a record for a single day's loading of 3,905 tons."

Note: the "Kosice" did catch the tide!

Henry J. Kaiser, the American industrialist who built dams, ships, aircraft and cars, died on the 25th August in Honolulu, Hawaii, at the age of 85.

During the Second World War Kaiser's industrial empire turned

out a great number of prefabricated ships - which became known as liberty ships - vehicles and military aircraft. He also helped to build the Hoover, Bonneville, Grand Coulee and Shasta Dams as well as the San Francisco-Oakland Bay Bridge. In the postwar years he produced the Kaiser, Frazer and Henry J. cars.

The "Indian City", a bulk carrier of something over 40,000 tons deadweight, is nearing completion at Fairfields, Glasgow, and after running trials will be handed over to her Owners, Sir William Reardon Smith & Sons Ltd., Cardiff. The pre-trial drydocking will be carried out in the Firth of Clyde Drydock, Greenock.

We are the local Agents for the ship.

VISITORS

Mr. Sven Jorgen Sandved, son of Mr. Sven Sandved, Managing Director of Haugesund Mekaniske Verksted A/S, Haugesund, (who are building "Baron Forbes") was recently in Edinburgh taking a course in English. During this time he spent a weekend at Fearnan as the guest of Mr. G.S. Brown.

Mr. and Mrs. Boyle of South Pacific Sugar Mills (C.S.R.) Suva, Fiji, also called on Mr. Brown at Fearnan during a tour of Scotland whilst on long-service vacation.

HMV 161 - "BARON CAWDOR"

On Friday, 8th September, 1967 the second of our Norwegian new-buildings was launched at Marinens Hovedverft, Horten. At 1.30 p.m. that day, under an almost cloudless blue sky and in brilliant sunshine, the platform party waited for the signal from the foreman shipwright that everything was ready. A buzzer sounded twice and at 1.35, with scarcely a sound, the vessel slid slowly down the ways into the blue waters of Oslo Fjord. The naming ceremony was most gracefully performed, first in Norwegian and then in English, by Mrs. Walkinshaw, wife of Mr. J. P. Walkinshaw, a Director of the Company, and Yard No. 161 became "Baron Cawdor" - the fifth ship under our ownership to bear the name of

this historic Scottish title, which was created in 1827. The present Baron is the fifth (like the ship!) to hold the title and his home is Castle Cawdor in the County of Nairn. Surely a launch on such a perfect day should be propitious for the future of "Baron Cawdor" and we hope that she will have a successful and profitable career under our management.

In the April Newsletter we gave technical details of the ship but for ready reference some of these are repeated (or amended in the light of the ship nearing completion). She will have a summer deadweight of approximately 21,550 tons on a draft of about 31' 11½" and will be capable of a loaded speed of about 15 knots. It will be recalled that the main propelling machinery will be a Horten Sulzer diesel engine, type 6RD76, developing 9,600 B.H.P. at 119 R.P.M. The ship is being built to Lloyds Class +100 A1 - strengthened for heavy cargoes - Ice Class 3, and will be particularly suitable for a wide range of bulk cargoes. The present intention is to have five 8 ton electro-hydraulic cranes and these were described in some detail in April when it was mentioned that three of these cranes will be adapted to operate with Westwood double rope grabs of about 4 tons capacity - three of which will be carried on board.

The Builders hope to deliver this new vessel to us about 1st March, 1968.

The occasion of the launch of the latest "Baron Cawdor" should not pass without some comment about the previous four ships to bear this name.

The first was a steel screw steamer of 3,192 G.R.T. built to the order of Mr. Hugh Hogarth in 1895 by Rodger, Port Glasgow. After an uneventful career with us of nine years she was sold in 1904 to Japanese owners who renamed her "Shinshu Maru".

The second was acquired in 1905 and was one of the fourteen ships of the fleet which fell victim to enemy action in the First World War, being lost in 1917.

Three years later, in November, 1920, the third ship of the name was acquired, being taken over from her previous owners in Liverpool. She had a fairly short career under our ownership, being sold to the Hansa Line in 1926 and delivered to her new owners at Hamburg on 16th April.

The fourth is, of course, well remembered by many of us and gave faithful service for twenty-five years. A steel screw steamer built in 1935, her dimensions were 387.1' x 53.2' x 22.5' with a gross tonnage of 3,638 and deadweight of 7,539 tons on a summer draft of

23' 4". Below is the account of the launch on 10th December, 1934 which appeared in the Glasgow Herald of the following day :-

New "Baron" Steamer

"Messrs. D. & W. Henderson & Co. Ltd., Partick, launched yesterday the cargo steamer, "Baron Cawdor", which they have built to the order of Messrs. H. Hogarth & Sons, Glasgow.

The vessel is built to the British Corporation's highest class, and is a single-decker with open shelter deck and forecastle, and provided with the most up-to-date gear for the rapid handling of cargo. The machinery and boilers have been constructed by the Builders, and consist of triple expansion engine and superheated boilers, designed to give the most economic results on service.

The Builders have another vessel on the stocks for the same Owners".

The 'other vessel' mentioned was the "Baron Renfrew", a sister-ship of "Baron Cawdor".

The ship was sold to Eisenberg Limitada, Goa, for breaking-up and was handed over to them at Hirao, Japan, on 17th March, 1960.

PORT NEWS

The following interesting account of "Baron Wemyss" visit to Brownsville, Texas, in July has been received from Captain D.L. Innes.

Report on Port of Port Brownsville Texas.

This port is situated in the Gulf of Mexico on the Border between the United States and Mexico. It is actually 18 miles inland and is navigated through a tidal canal some 300 feet wide and with a least depth of 32 feet. The local name for this canal is the Laguna Madre Channel, and in actual fact at the entrance, Mexico is on one side and the United States on the other, however the border line goes away from the Canal and about one mile inland United States territory is on both sides. The approaches to the Canal are fairly straightforward except that the land is very low lying and radar is virtually useless until about 10 miles off. The first structure which is sighted is a water tower situated at Port Isabel, a small town 3 miles inside the entrance. After this the light-house at the entrance shows up and the sea buoy about 2 miles out is sighted.

The Pilot boards the vessel just inside the sea buoy where there is a depth of water of 40 feet and more.

On arrival at Port Brownsville the Canal widens out into a large turning-basin on either side of which the wharves for this port are situated. Normally, on arrival vessels are turned so as to be head out on completion of loading or discharging; however, strong winds sometimes prevent this, particularly for vessels in ballast and on these occasions vessels are berthed head in.

There are thirteen berths at Port Brownsville, three of which are

oil terminals and one grain elevator. All berths are connected to the rail system and in fact most of the cargo is taken to and from the ships by rail.

Port Brownsville is a port of entry for Mexico and a large quantity of cargo shipped out is Mexican. On this occasion the grain cargo loaded by "Baron Wemyss" was all Mexican, and brought over in 50 ton rail cars. The town of Brownsville is seven miles from the port and is situated on the north bank of the Rio Grande River. Most of the business for the port is conducted from Brownsville, with only stevedores' offices being actually in the port.

There are two bridges across the Rio Grande at Brownsville connecting Mexico and the United States. These bridges are guarded by U.S. Customs and Immigration Officials and on no occasion are ships personnel allowed to cross over into Mexico without obtaining an Official Visa. This is very difficult to obtain and on this occasion no member of the crew of the "Baron Wemyss" crossed the border.

On the outskirts of Brownsville the main industry is agriculture, with Grain and Cotton being the main products. This is all exported out through Port Brownsville and apart from a small amount of General Cargo most of the shipping using this port is taking out either grain or cotton.

On this occasion "Baron Wemyss" loaded a full cargo of Mexican Milo or Sorghum. Loading was carried out from rail cars by means of machines which suck the grain out from the car and blow it through pipes into the holds. These machines are capable of loading 20 tons per hour which is a very poor loading rate for grain, and it is even slower as the pipes have to be shifted round in order to trim the grain. Loading was completed at the grain elevator owing to lack of water at the original loading berth. The loading rate at the elevator is some 600 tons per hour. The depth of water at this elevator berth is 34 feet and no trouble is experienced loading a vessel of this size. However, at the other berths with a draught of over 27 feet vessels are liable to touch the bottom.

The grain elevator has only one loading spout, but there are plans for adding another spout and also plans for building another elevator and extending this berth to take two vessels at a time. At the present elevator most of the grain shipped out appears to be American grain with the Mexican grain being loaded from rail cars at the other berths. At this port I found everyone connected with the loading most helpful in every respect. They are all fully aware of the problems they face with regards speeding up the loading of ships and the larger tonnage they are bound to meet in the future, and I feel sure that they are doing everything possible to remedy the situation.

In June the "Baron Maclay" loaded a cargo of Copper Concentrates at Dalhousie, N.B. for discharge in Japan and Captain Mackay has sent the following account of the port and the loading operation.

Dalhousie, Bay of Chaleur, New Brunswick

The pilot boards off Maguasha Point and vessel berths on the flood tide starboard side to the wharf. Pilots are experienced and competent.

The wharf is 583 feet in length, runs in a 100/280 degrees direction and is well protected by shock-absorbing fenders. To the

eastward of the wharf there are two dolphins, the nearer being about 120 feet from the E'ly end of the wharf, the other being a further 120 feet in the same direction. These dolphins are fitted with bollards and are used for warping the vessel ahead as necessary during loading. Both dolphins and the wharf are in good condition. The least depth alongside the loading berth is 34 feet. Fresh water is laid onto the berth but is not recommended for drinking unless chlorinated.

Prior to loading, all hatches were washed out, (the previous cargo having been bulk sugar), bilge limber boards papered and hatches surveyed by shipper's representative.

A light and loaded displacement survey was carried out before and on completion of loading for Bill of Lading weights.

The loading operation is carried out using two portable conveyor belts which are immobile when in position, one installed on board the vessel, the other on the wharf. The one on the ship weighs about 3.5 tons and is placed in position, using ship's gear, athwartships, one end overlapping the ship's side, the other end reaching to about the middle of the hatchway and resting on the hatch coaming. The other end is raised to the height of the coaming by using hatchboards.

The shore conveyor belt is hydraulically raised, at one end, above the shore end of the conveyor on board and as the height that the end of the shore conveyor can be raised is limited, it is necessary to commence loading at No. 2 hatch and retain all water ballast until loading has been in operation for some time. The loading rate is about 100 tons per hour. The shore conveyor cannot operate if the height from the surface level of the wharf to the top of the hatch coaming exceeds 24 feet.

The cargo is delivered to the wharf in railway wagons of about 75 tons each and is "grabbed" by a mobile crane from the wagons and dropped into a hopper attached to the lower end of the shore conveyor. It is carried by the belt to the top of the conveyor and dropped onto the conveyor on board and in turn dropped into the hold. There is no means of trimming attached to the end of the conveyor on board ship and a steel plate is used to shute the cargo into the wings. This is not very successful as copper concentrates do not run.

The conveyor on board ship is put ashore prior to shifting for loading at the next hatch and then lifted on board again when the vessel is in position. The vessel has to be fairly well down in the water before loading can commence at No. 3 hatch.

When the vessel is sufficiently low in the water the conveyor belts can be dispensed with and "free dumping" carried out, the crane dumping the cargo into the hold direct from the wagon. This method is a little quicker but there is little control over placing the cargo and it is frequently necessary to order stevedores to keep the vessel upright, cargo falling mainly to starboard.

Stevedoring is of a low standard, only the foremen appear to be experienced and they do little in the way of supervising; it therefore falls on the ship's personnel to prevent the labour from misusing and damaging ship's gear and fittings. The stevedores made no attempt to co-operate, the shifting of the ship and the opening of hatches was left to the last minute before the ship was advised. Shore labour handle the moorings during the shifting of the ship.

Prior to loading, Shippers present a certificate which declares the result of tests carried out at the mine, after the concentrating process has been carried out.

These tests are for Flow Moisture Content and Moisture Content. The maximum permissible moisture content for carrying without the fitting of shifting boards is 10% less than the Flow Moisture Content.

The Port Warden visits the ship occasionally in order to ensure that the cargo is being loaded according to the Canadian Concentrates Code, a copy of which is supplied to the ship, and on completion of loading issues a certificate that the cargo has been loaded accordingly. Normally, Nos. 2, 3 and 4 are levelled off by bulldozers in order to raise the GM slightly, Nos. 1 and 5 are left untrimmed although the peak is knocked off. Stowage Factor is about 17 c.ft./ton.

The certificate for this cargo stated that the Flow Point was 12.98%, the Permissible Moisture Content 11.682% and the Average Moisture Content for all hatches 8.2%.

Tests for moisture content are carried out on board for all hatches during loading, samples are taken from one wagon in five, unless the Moisture Content is nearing the Permissible Moisture Content, then samples are taken from each wagon.

The Port Warden leaves two copies of a questionnaire on board to be completed on arrival at the discharging port, one to be returned to Ottawa, the other to be retained on board.

It would appear that copper concentrates are damp and therefore relatively free of dust, with so much attention being paid to moisture content. This is far from the case, the dust from it is very fine and finds its way into every corner, both inside and outside. The superstructure becomes liberally coated and washing off is no easy matter. This cargo can be considered as one of the more filthy cargoes.

Ship's agents on this occasion were Messrs. Fundy Shipping Limited, Dalhousie, who were most attentive and helpful.

The following letter has been received from Captain MacKinlay, "Baron Pentland", written when the ship was on passage between Panama and St. John, N.B. in August.

Captain MacKinlay suggested that the letter be included in the Newsletter and we entirely agree for, not only does it make very interesting reading in itself, it also emphasises the facilities that are available in certain areas should an emergency of this nature arise.

"As reported from Panama I.I. Dohol D.H.U. was landed to hospital from off Cape Mala 100 miles from Balboa by a helicopter of the U.S. Air Force.

After contacting the medical people by radio on the night of 28th July and giving them all the man's symptoms and requesting advice, I was told that from the symptoms given they diagnosed acute appendicitis and advised getting the man to hospital as soon as possible. I then asked for advice as to the nearest suitable port with hospital facilities. No further message came through till 0500 on 29th when we received a message asking for our position and saying that a helicopter was being despatched to pick the man up and land him to hospital. We were also told to prepare a suitable part of the deck over which the helicopter could hover and pick the man up, the essentials being a clear deck space

well clear of masts, stays, stantions etc. We immediately started to clear the deck over the crew's accommodation aft. The next radio message from the shore station asked for our position at 1130 local time. After receiving the reply they then told us to make that position at that time and that a helicopter would rendezvous with us there. We were also asked to take the way completely off the vessel as soon as the helicopter was sighted. The actual helicopter pick-up was just about the slickest, smartest operation I have ever witnessed. At exactly 1130 in the rendezvous position we sighted a large plane, this turned out to be the spotting and guard 'plane for the helicopter. While we were looking at the 'plane the sound of the helicopter was heard and we found that while our attention had been occupied with the 'plane the helicopter had come in low over the water and was within a half mile of us. I immediately went to the telegraph and stopped the engines, then put them astern. By the time I went back on to the bridge from the wheelhouse I found that the helicopter was hovering over the poop-deck and a man was in the process of being lowered to the deck. This man was landed and then a special stretcher was lowered from the helicopter. By the time I got aft the sick man was being placed in the stretcher. The 'copter had not bothered to wait till the way was off the ship. The sick man was securely strapped into the stretcher, carried on deck and whisked up into the 'copter almost as quickly as it takes to tell. All this time the 'copter was hovering no more than 15 feet above the top of the deck-house aft, I hardly had time to thank the man who was lowered from the helicopter and compliment him on the smartness of the manoeuver when he, too, was whisked aboard the 'copter and it headed for shore. The time then was 1142, the whole operation had taken barely 10 minutes and a good part of that time was taken up by securing the man in the stretcher. The whole operation was indeed very impressive and a great experience, though the need for the experience is not one I would wish to have repeated. Needless to say, I was very relieved to have the man landed in time for proper medical care.

I sent a radio message to the Commander, U.S. Air Force, Panama, thanking him and complimenting and thanking the crew of the aircraft. I also asked W. Andrews and Co. to send on your behalf a letter containing a similar message after they had ascertained through what proper channels it should be addressed. I thought that you would wish this to be done."

The latest news we have from W. Andrews & Co., Cristobal, is that Dohol is making satisfactory progress.

We are indebted to Mr. J. Mair, Third Officer on "Baron Belhaven", for the following article.

The Empire State Building

Looking over the skyline stretching from Newark International Airport to the crowded island of Manhattan one cannot help but see and look with admiration at the highest building in the world today, the Empire State Building. Climbing over 1470 feet into the clouds it dominates the New York skyline for miles around; even its next door neighbour, the Pan American building, with its helicopter landing stage straddling its roof is made to look distinctly modest standing

next to this giant of 20th century architecture.

For the meager sum of \$1.50 and the help of a high powered lift one is transported in a matter of seconds to the observation platform at the top and faced with the inevitable gift and souvenir counters selling replicas of all shapes and sizes. Hot dogs and Coca Cola are also to be found along with photographers who, for a shake down of dollars, will take a photograph of you with Manhattan as the background.

Stepping out to the Balcony one can see New Jersey, Pennsylvania, Connecticut, Massachusetts, for on a clear day the view can extend anything up to 50 miles. Looking down towards Manhattan one may be lucky enough to see one of the many transatlantic liners that call at this port. Small ships they all look from this great height, ready to ply across the Atlantic and back, no doubt looking for this very land mark on their return.

From this observatory, 1050 feet up, the view is inspiring at any hour, the vast sweep of the city with its broad avenues and winding rivers stretches as far as the eye can see. The towering skyscrapers of the famed Wall Street area seem to balance those of the mid-town business districts and for the visitors who wish to seek loftier heights the pinnacle of the worlds tallest building is 16 storeys higher, the ascent is measured in feet much as in an aircraft. The tower through which the elevator rises is covered with glass, reinforced with steel and aluminium and illuminated from within. From this top observatory, 1250 feet high, the panoramic view is spread out in all its splendour and visitors to the Empire State Building are at that moment the highest people in New York. There is no higher spot.

As you stand on this peak, there stretches above you a 222 feet, 22 storey, 60 ton mast-like structure. It is said that it is one of the worlds most powerful and farreaching television antennae covering the five neighbouring states of New York.

Not only the highest building in the world but in my own opinion one of the most beautiful. The exterior is of Indiana limestone trimmed with sparkling strips of stainless steel which run all the way to the top. Whether seen in sunlight or moonlight the effect is magnificent. On the return journey to the ground one can well imagine the 16,000 people who work in the building, for the Empire State is not only a place to visit, it is a vast office block where business and commerce are carried on. The 6,500 windows to wash every fortnight, the 60 odd miles of water pipe to look after and the 35,000 visitors to cope with who, shall we say, go to the top of New York every day, add up to a considerable feat of mass planning.

J. M.

BULK SUGAR

On 8th April, 1949 the first full cargo of bulk raw sugar to be imported into the United Kingdom arrived in London on board s.s. "Baron Haig" (Captain J. E. Gordon). Until that time all raw sugar imported into this country arrived in jute bags (this method of carriage continued on a declining scale for years after 1949) but the "Baron Haig's" cargo heralded the start of a revolution in the carriage to and handling of raw sugar in this country.

The shipment of this cargo was an experiment in the carriage of bulk raw sugar - the fixture being arranged between Tate and Lyle Ltd. and ourselves - the quantity shipped to be not more than 5,400 tons or less than 5,000 tons. The cargo was loaded at La Romana, Dominican Republic, and was brought alongside in bags which were bled into the holds and then trimmed. It is interesting to note that, although only approximately 5,200 tons of cargo was shipped, loading took from 9 a.m. on the 11th March until 4.30 p.m. on the 15th, the last of the trimming being completed at 8 p.m. that day, after which the ship sailed. It was rightly anticipated that loading rates would improve once the shore labour became accustomed to this method of shipment. Prior to loading the holds had been washed out, limber-boards covered with tarpaulins and temperature tubes fitted to the bottom of each hold. During the passage towards the United Kingdom hatches were kept open for ventilation purposes when weather conditions permitted and cargo temperatures taken twice daily. After an uneventful crossing the ship arrived in the Thames on the 8th April but discharge did not commence at Williams No. 7 Wharf, Dagenham, until 20th April. Four grabs were employed but, owing to a refusal on the part of the lightermen to work overtime, discharge was carried out only between 8 a.m. and 5 p.m. and because of the different meal hours kept by wharf labour and lightermen at that time only six hours work per day was possible, resulting in discharge completing during the morning of 24th April. The out-turn weight of sugar was 5,115 tons and this trial shipment was considered a success.

After this the carriage of raw sugar in bulk developed and the Company has, of course, figured very prominently in this trade ever since. This is emphasised by the photograph on the cover of this Newsletter (we are indebted to the Editor of the Journal of Commerce and Shipping Telegraph for this photograph) showing - left to right - "Baron Garioch" (Captain L. G. Robb), "Baron Wemyss" (Captain T. B. McLeod) and "Baron Minto" (late Captain George Harris) together in Huskisson Dock, Liverpool, at the end of February, 1964 having completed discharge, discharging and about to commence the discharge of bulk sugar respectively. The "Baron Garioch" loaded her cargo at

Mourilyan and Townsville, the "Baron Wemyss" at Lautoka and Ellington (Fiji) and the "Baron Minto" at Townsville.

For those who have a liking for statistics, the following facts and figures may be of interest:-

From April, 1951 (when we commenced the carriage of bulk raw sugar in earnest) until the middle of this year the following tonnages have been brought into the United Kingdom - London, Liverpool and Greenock - by ships of the Company:

| | |
|-----------------------|-----------------------|
| Cuba and San Domingo | 970,762 tons |
| Durban, South Africa | 326,415 tons |
| Queensland, Australia | 759,126 tons |
| Fijian Islands | 111,091 tons |
| Mauritius | 89,099 tons |
| | <u>2,256,493 tons</u> |

This quantity was carried in 263 separate shipments and the mind boggles at the thought of how many cups of tea this would sweeten or the number of pots of jam it could help to produce. It should be remembered, also, that in addition to these cargoes brought to this country, ships of the Company have carried very considerable quantities of bulk sugar to Japan, Eastern Canada and the Continent, in all quite a fine achievement.

THAT INDISPENSIBLE FEELING

There are nearly 1,000,000 people in Glasgow:-

250,000 are Old Age Pensioners, that leaves 750,000
to do all the work -
200,000 are Government Staff, that leaves 550,000
to do all the work -
200,000 are Housewives, that leaves 350,000
to do all the work -
100,000 are Unemployed, that leaves 250,000
to do all the work -
100,000 are Foreigners, that leaves 150,000
to do all the work -
50,000 are Entertainers, that leaves 100,000
to do all the work -
50,000 are Gamblers, that leaves 50,000
to do all the work -
45,000 are Typists, that leaves 5,000
to do all the work -
4,998 are too rich to work, that leaves 2
to do all the work -

You and Me!

And you'd better pull your socks up as I'm fed up doing it all.

.....

On completion of studies at the James Watt College, Greenock, I was instructed to join the new vessel "Baron Haig" at Queen's Dock, Glasgow, on her maiden voyage. The day was 1st March, the year 1926.

Someone (I cannot remember who) directed me to the Apprentices' quarters. Here I found a cabin fitted out for four persons and furnished with four metal bunks, four lockers, a wash basin and four drawers. This was to be my home for a long time to come and whilst contemplating the scene and wondering which bunk to choose I became aware of another arrival, obviously a colleague. This lad was to be my companion in the ensuing months and he too was a first voyager. Two greenhorns together.

From amongst the many men coming and going we found the Bosun busily engaged with the sailors on various tasks. Quite unabashed and no doubt somewhat comforted by the Chief Officer's pleasant welcome, we introduced ourselves to the Bosun. He was a forbidding figure, tall and heavily built, with massive shoulders, blacked-jowled and a voice like a foghorn. He regarded us from behind beetle brows and to each he addressed the same question - 'how long have you been at sea?! We replied quite blithely that we were both first-voyagers. Then came the shock! Slowly and most emphatically he declared 'a pair of useless ----s!'.

No doubt he had some justification for this remark but it only

served to put us on our mettle and prove that we were otherwise. We mustn't have shaped so badly either because in the succeeding months the same Bosun proved a good friend to us and from him we learned much of our practical work.

We were soon put to work along with the other deckhands and hard going it was too for lads unused to it. Never mind, we'd started off on our first voyage and that was all that mattered - for the moment, at least. The deckhands were all local chaps and a good-hearted outfit they proved to be.

Leaving Glasgow in early afternoon, we proceeded down the Clyde but there was no time to admire the scenery. When night fell we were still hard at work and for the first time I realised I was now on my own, there would be no turning back. Even although pride alone might forbid it, there was nothing to go back to. These were lean years - to be working at all gave cause for gratitude.

Eventually the vessel berthed at Troon and I was more than ready for a sleep but such was not to be - yet. Instead, I was delegated the duties of night watchman.

By the time we were ready to leave Troon with a cargo of coal for Genoa I began to have some misgivings about this strange and somewhat hard existence. However, I had made my decision, which I've never regretted, and hoped for better things to come.

Once out at sea I had the good fortune never to be seasick, whatever the weather, and my first night of Cape St. Vincent and Gibraltar were, of course, a delight. Work still seemed hard and heavy, but it gave both of us a grand appetite. We refused nothing in that respect and having won the favour of the Cook and Steward we did very well indeed.

I looked forward to arriving in Italy but once there time did not permit of seeing much of Genoa; that came in later years. It was our job to drive winches during cargo discharge. At the end of each day we were smothered in coal-dust but we enjoyed the work nevertheless.

When we left Genoa a general clean-up took place. After hold washing, the bilges had to be cleaned and pumped dry. This was my baptism to 'bilge-diving' and before it was over I knew all about it and why it was necessary. An obliging Carpenter took the trouble to explain the whys and wherefores of the business.

Our next cargo was one of salt, to be loaded at Iviza in the Balearic Islands. This was an ideal spot - quiet and leisurely in direct contrast to busy Genoa. The salt was destined for Reykjavik and Hafnarfjord in Iceland. We bunkered at Ardrossan en route and as

a very special favour we were granted leave for four hours whilst bunkering was in progress. Incidentally, these four hours and one weekend were my total leave throughout my Apprenticeship.

Our arrival in Reykjavik proved to be quite an event as few foreign vessels called there at that time. Hafnarfjord smelled of fish oil everywhere. Our cargo was intended for use in fish-curing.

From Iceland it was expected we'd return to the U.K. but circumstances decreed otherwise. The General Strike broke out in Britain so we were ordered instead to Canada. I looked forward to this trip across the Atlantic. Generally good weather prevailed but we experienced dense fog and ice conditions off Newfoundland. Good weather again prevailed when we reached Canada and it was pleasant to sight the coast of New Brunswick with its densely wooded country. We were bound for a place called Restigouche to load timber for the Argentine. By now both of us had settled down to life and conditions at sea fairly well and had to admit that we were enjoying it.

Restigouche was a small village with one main street, a general store, a few scattered houses, some farmland and the remainder woodland. Red Indians from the nearby reservation were employed on board loading cargo. A curfew of sorts was in force so far as we were concerned - everyone to be on board by dark and keep clear of the squaws!

From Restigouche we set out for the River Plate, calling at Norfolk, Va. on the way for bunkers. The deckload of timber was stowed over 1, 2 and 5 hatches, the space at 3 and 4 hatches being reserved for surplus bunkers.

It was a long haul from Norfolk to the River Plate, during which the main work on deck entailed trimming the coal from deck to the permanent bunker space. Shovelling and wheeling barrow loads of coal seemed endless work - it went on all through the Tropics. Stripped to the waist, sweating profusely, we revelled in it nevertheless, regaled occasionally by a ration of limejuice.

At long last we reached the River Plate, then a long run upriver to Santa Fe followed. On completion there we moved downriver to San Nicholas and loaded grain for the U.K. with a call at Las Palmas in the Canary Islands to replenish bunkers.

If I'd already made the acquaintance of bilge-diving earlier, I was now to discover the other extreme. When painting ship on the homeward run I, being light and of small stature, was chosen to paint the topmasts. I still recall the first sensation of finding myself up aloft and dangling at the masthead. I'll admit that at first I was scared stiff until I learned to concentrate on the job in hand and never mind looking down.

We arrived finally at Manchester, the discharging port. The "Baron Haig" had completed her maiden voyage - and so had we! By now we were quite used to this new life and completely satisfied. In our own opinion we had 'arrived' and were unlikely ever to hear such remarks from the Bosun in future!

On reflection we hadn't done too badly - Italy, Balearic Islands, Iceland, Canada, U.S.A., the Argentine and Las Palmas, not forgetting the Manchester Ship Canal. In many ways I had learned much and it did no harm to come into contact with worldly conditions at an early age.

On the whole we were a happy lot and I often wonder what became of them as each went his separate way. Some, I know, have passed on but recently on a transAtlantic flight my attention was drawn to a familiar face in a press photograph. Yes, it was him, the lad who set out with me on our first voyage. I hadn't heard of him for many years but apparently he had 'swallowed the anchor'. According to the press article he was now a successful business man in Glasgow and I'm quite sure he occasionally reflects on his first sea voyage. You see, it's something one never forgets.

As a footnote to Captain Pearson's interesting article we would mention that "Baron Haig" was sold by us in February, 1956 to "STAR" Sociedad de Navegacion S.A., Panama, and renamed "Estrella".

One of the latest afflictions to come to the notice of the medical authorities is 'super-market elbow' - a large proportion of the sufferers being children. It is, in fact, a dislocation of the elbow joint caused by a harassed mother grabbing her child's arm as it reaches for some desirable article spotted on one of the higher shelves or by the mother jerking the child to its feet after it has decided to rest its weary bones in the middle of one of the store's passageways.

.....

The woman in the post office despatching a parcel containing a Bible was asked by the postal clerk if the parcel included anything breakable to which she replied - "only the Ten Commandments".

In common with other Owners, the Company managed a number of ships on behalf of the Ministry of War Transport during the Second World War. We looked after a total of thirty-six ships - some British, some foreign, and of these twenty-six were in the main manned by British crews and the balance of ten manned by crews of the owners' nationality. Seven of the British-manned and six of the foreign-manned vessels were lost through enemy action. The twenty-three which survived the War were gradually bought by various owners - we bought three of those which we had managed, the "Empire Harcourt" became the "Baron Ailsa", "Empire Ransom" became "Baron Elibank" and the "Empire Ploughman" the "Baron Geddes" ("Baron Murray" had been the "Empire Archer" and the "Baron Elcho" started life as the "Empire Lorenzo" - neither of them being managed by us during the War). The dispersal of these ships of course meant that their whereabouts and ultimate fate was, in many cases, unknown to us but a few have been drawn to our attention and news of a small selection of them may revive memories:

"Empire Aden". After being built by Bartram & Sons Ltd., Sunderland, this ship was taken over by the Ministry of War Transport and placed under our management on 14th May, 1945. She remained in our care until 28th August, 1946 when she was bought by the Bank Line and renamed "Elibank". The Bank Line ran her until 1955 when she changed hands and became the "Alcyone Fortune". In 1958 she was sold to the Pan Norse Steamship Company (Wah Kwong & Co. (Hong Kong) Ltd., managers). On 9th June, 1967, whilst on passage from Tsukumi to Manila, she ran aground off Adaga Shima, Okinawa, and was abandoned by her crew. She subsequently became a total loss. This ship had a triple expansion steam engine and her gross and nett tonnages were 7308 and 5052 respectively.

"Empire Canning". This ship was built by Caledon Shipbuilding and Engineering Co. Ltd., Dundee and left that port on her maiden voyage on 20th January, 1945 - owned by the Ministry of War Transport and managed by us. We continued to run her until 6th June, 1946 when she was handed over to Watts, Watts & Co., her new owners, at Vancouver and renamed "Willesden". They owned her until 1958 when she changed hands and commenced a series of name-changes. From "Willesden" her name changed to "Golden Lambda", in 1960 to "Marine Explorer", in 1962 to "East Vim", in 1963 to "Wakasa Bay" and finally in 1966 to "Golden Wind". Her owners at this time were the Lio Shipping Co. Ltd., of Hong Kong who sold her to Japanese shipbreakers and she arrived at Wakayama on the 16th November, 1966, for scrapping. She had an 8 cylinder oil engine built by Hawthorn, Leslie & Co. Ltd., a gross tonnage of 7044 and a nett of 4044.

"Empire Duchess". The builders of this ship were Short Brothers of Sunderland and she was handed over to the Ministry of War Transport on 13th December, 1943 and given to us to manage. She remained with us until 7th August, 1946 when she became a unit of the Union Castle fleet, being taken over by them at Singapore and renamed "Braemar Castle". Like the "Empire Canning", she carried a variety of names during later years, becoming the "King James" in 1950, the "Tyne Breeze" in 1958, in 1963 the "Cathay Trader", in 1964 the "Pearl Light", the owners on this occasion being the Pacific Pearl Navigation Co. Ltd., Hong Kong, who ran her until last year when she was sold to Marikar Navigation & Agencies Ltd., Hong Kong, and renamed "Habib Marikar" and until recently was, as far as we know, still trading under that name. She has a triple expansion steam engine and three boilers and gross and nett tonnages of 7067 and 4879 respectively.

"Empire Duke" J. L. Thompson & Sons Ltd., Sunderland, built this ship and she was completed and handed over to the Ministry of War Transport on 30th November, 1943. She was allocated to us to manage and we looked after her until 22nd September, 1945 when she was handed over to the French at Avonmouth and renamed "Lieutenant J. LeMeur". Her next change of name came in 1949 when she became the "Zelidja" and in 1955 she was bought by Navagacion Propontis of Greece and renamed "Propontis". This firm sold her last year to Formosan shipbreakers and she arrived at Kaohsiung on 24th May, for scrapping.

The ship participated in the D-Day landings in June, 1944 and it is recalled seeing her in April, 1945 at Stobcross Quay, Glasgow, in her war-time grey, when she carried on her bridge front the regimental crest of the army unit with which she was associated during the landings.

She had a triple expansion steam engine, a gross tonnage of 7128 and nett of 4393.

"Fort Assiniboine". This ship was taken over by the Ministry of War Transport from the Builders, Burrard Drydock Co., Ltd., Vancouver, on 28th April, 1943 and we were asked to manage her. She remained under our management until 27th April, 1946 when she was transferred to her new owners, Brown, Atkinson & Co. Ltd., Hull, apparently retaining her 'Fort' name. In 1948 she became the "Laurentian Lake" and in 1954 the "Olympos". In 1960 came another change, this time to "Penteli II", and in 1963 there were a further two changes - "Gialia" and "Paxoi". She retained this last name until last year when she was sold to Communist Chinese shipbreakers. She left Singapore on 14th March, 1967 for a Chinese mainland port and presumably scrapping.

The "Fort Assiniboine" was one of four 'Fort' ships - these were all Canadian-built - which we managed during the War, the others being "Fort Pitt", redelivered to the U.S. Government on 17th January, 1948, the "Fort Chilcotin", torpedoed and sunk on 24th July, 1943 in position 15°03' S, 32°35' W, and the "Fort St. Antoine", redelivered to the Canadian Government on 30th July, 1946.

The "Fort Assiniboine's" gross and nett tonnages were 7128 and 4248 respectively.

"Sambanka". This ship was built at Portland, Maine, by the New England Shipbuilding Corporation and handed over to the Ministry of War Transport on 22nd April, 1944, and placed under our management. She ended her maiden voyage at Rothesay Dock, Glasgow, where she arrived in December, 1944, and from there she proceeded to Faslane Military Port (as it then was) and loaded a military cargo for Italy.

On passage between Colombo and Durban in 1946 she suffered a mishap which overcame a number of 'Liberty' ships - she lost her propeller - but after repairs at Durban she carried on trading until returned to the U.S. Maritime Commission at Hampton Roads. The next report of her to catch our attention was that on 9th March, 1966 she was sold by the U.S. Department of Commerce to Northern Metal Co., Philadelphia, for \$47,750, for 'non-transportation use' but not necessarily for scrapping so it is quite possible that she is still afloat.

She was fitted with a triple expansion steam engine and had gross and nett tonnages of 7219 and 4380 respectively,

"Empire Caicos". This ship was built by William Gray & Sons, West Hartlepool, in 1945 and on completion was taken over by the Ministry of War Transport who in turn allocated her to us to manage - coming under our wing in May, 1945.

Her maiden voyage must be one of the shortest in our records -

she left West Hartlepool on 16th May and after calling at Middlesbrough and London completed the voyage at the Tyne on 25th May! After that, she remained under our management until 12th October, 1946 when she was handed over to the Rodney Steamship Co. at Singapore. She retained her 'Empire' name until 1950 when she became the "Sugar Transporter" and in 1957 her ownership again changed when she was renamed "Pattawilya". Her next, and final, change of name came in 1962 when she became the "Clovelly". In January of this year, whilst on passage between Yokohama and Surabaya, she suffered heavy weather damage and was subsequently sold to Japanese buyers for scrapping. She arrived at Uchiumi, Shoda Island, on 13th May and breaking-up was to have commenced on the first of this month.

The ship had a gross tonnage of 3655.

"Cardamilitis". Readers will recall the article by Captain F.W. Berchem in the first Newsletter in which was described a trip in the Black Sea on board the Greek-owned cargo vessel "Cardamilitis". As a final chapter to that article it can now be reported that news of her sale appeared in Fairplay dated 27th July. Her owners, Strovili Cia. Nav. S.A. sold her to the Chinese People's Republic and she arrived in Shanghai on 27th June, 1967 for scrapping.

She was built in Vancouver in 1943, being launched as the "Fort St. Ignace", then becoming in turn the "Tecumseh Park" and "Argovan" before receiving her final name. She had a triple expansion steam engine, a deadweight tonnage of 10,700, gross of 7163 and two decks.

We are indebted to Marine News, the journal of The World Ship Society, for some of the above information.

FROZEN ASSET

The small boy, when caught by his mother filling his piggy-bank with water explained that he was doing so to keep his money safe by putting the water-filled piggy into the fridge.

.....

The Head Cleaner in a large Glasgow store was not amused when on being asked by the Building Engineer to come for a walk along Cambridge Street and replying "why?" with some suspicion received the answer - "I know of a shop there where they are offering £5 for old cleaners!"

QUIZ

- 1.) Why, in shipbuilding, are rivets put in when red hot?
- 2.) Is red tape really red?
- 3.) In an average year, which place is likely to have the greater snowfall - the Arctic regions or Scotland?
- 4.) In which year were (a) the Panama and (b) Suez Canals first opened to traffic?
- 5.) How many Great Lakes are there and what are their names?
- 6.) Which is the smallest county in (a) Scotland, (b) England?
- 7.) Where was Alexander the Great born and in what year?
- 8.) Why were cowboys of the Old West suspicious of men with long hair?
- 9.) What is a bawbee?
- 10.) Is it legal for a man to marry his widow's sister?
- 11.) What is the meaning of each of these single letter signal flags in the International Code?
 - a) Y
 - b) 0
- 12.) What is the difference between a radio, a cat and a dog?
- 13.) What colour is the common lobster when alive?
- 14.) Which is further west - Edinburgh or Carlisle?
- 15.) On what rivers do the following cities stand?
 - a) Rome
 - b) Warsaw
 - c) Edmonton (Alberta)
- 16.) Who wrote 'Porgy and Bess'?
- 17.) Between what years was the Model 'T' Ford produced and how many were built?
- 18.) A 'league' is a nautical measure equal to how many miles?
- 19.) Which famous ship was used as a model for the design on a British 'ship' halfpenny?
- 20.) Say (without counting them!) how many teeth an adult human has.

AN INTRODUCTION TO TROLLS

This, and previous numbers of the Newsletter have, for obvious reasons, dealt with shipbuilding in Norway but no reference has been made to that country as a place in which to spend a holiday. It is, in fact, a delightful country for a holiday - beautiful scenery, pleasant people, excellent hotels, appetising food and roads which, although not of motorway standard, are interesting and challenging.

Like many countries, particularly those that are mountainous and therefore divided into clearly defined separate communities, Norwegian folklore contains many references to 'spirits' - believed in by some while others remain sceptical. In Norway these spirits are known as trolls and the visitor's first introduction to them will in all probability be wooden carvings of varying sizes in curio shops. Although weird and usually ugly, these carved figures are, in their own way, attractive but closer study of the subject of trolls reveals that these carved figures are aimed chiefly at the tourist trade and bear little resemblance to real trolls. Although it is claimed that they are not the same as giants, these can be very big - some being bigger than a church steeple - and they are normally extremely ugly, but not to be classed as monsters in spite of the fact that they are hairy, stupid and slow to act! Apparently they resemble bears in temperment, good-natured if left to their own devices but turning quite nasty and savage if teased. Some, not all by any means, can be really wicked and have developed a taste for human flesh and it is claimed that some have three heads or as many as nine! Many live inside mountains (which means that there can be no troll housing shortage in Norway) and they have their own king - Dovregubben - who lives in Dovre Mountain and, indeed, one can meet them all in Ibsen's Peer Gynt. All high mountains have their own special troll, some of whom can turn themselves into ordinary human beings. These may walk beside you and talk to you - this ability is disturbing for, with Norwegians being such a friendly, likeable people it seems churlish and rude, when speaking to one, to harbour thoughts that he may really be a man-eating troll!

Apparently those trolls which live in mountains are very wealthy, owning gold and silver by the bucketful and a few have wives who are extremely ugly. Those that are not prepared to put up with an ugly wife have the unpleasant habit of kidnapping beautiful maidens, preferably princesses, who are forced to spend their days at the spinning-wheel and their nights scratching the troll's head which means, of course, that the number of girls spirited away depends upon the number of heads the troll possesses.

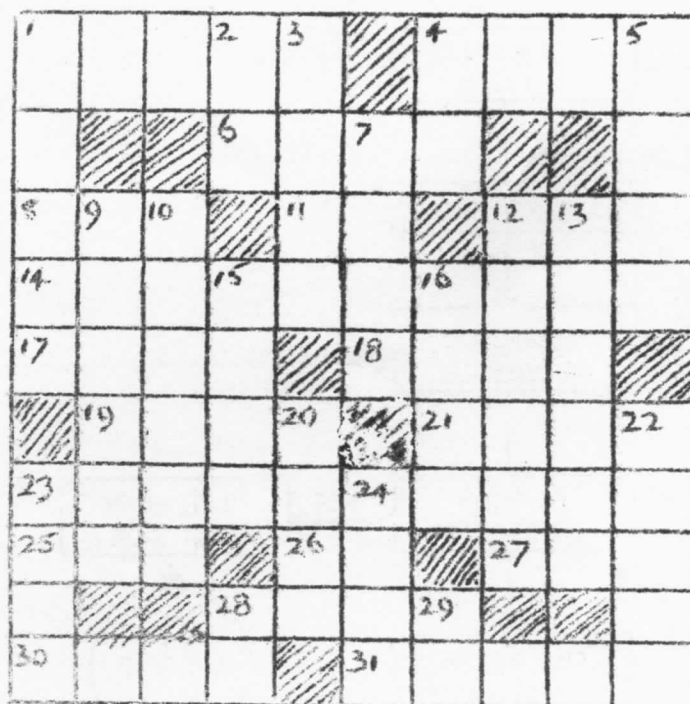
Other trolls live at the bottom of lakes or under bridges and

the most dangerous of the lot evidently live, in moderate comfort, in lonely huts in the forest. The lowest order of trolls are called 'troll-mobs' and of these some are fat, some thin, while others are long and lean. Some even have horns or long noses while others carry their heads under their arms. All this means that a journey into the Norwegian mountains, particularly if alone or if one is a beautiful maiden, could be a hazardous affair but in spite of these known perils the children of the holidaying family were anxious at least to see a troll if actually meeting one proved impossible; the children, that is, except one aged five, the family rebel, who expressed with force considerable doubt of the trolls' existence. Even close questioning of knowledgeable locals, who were obviously confirmed in their belief in trolls (some claimed they had not only heard and seen trolls, but actually smelled them) failed to convince the doubter and it was pointed out to her with some heat that every time she expressed doubt of their existence another troll died - the cause of death being by exploding - one authority added that trolls were liable to explode if exposed to sunlight. The doubts continued - in audible form - until one sunny day when motoring along a fjord yet another vehement expression of disbelief coincided with an immense explosion, followed by a column of smoke, from a quarry across the water. The opportunity was too good to miss - the car was stopped and the disbeliever told - "look what you have done, another troll has exploded" -. The result was more than one could have wished, a red face, floods of tears and a cry from the heart indicating beyond doubt that the troll believers had gained another adherent.

It is to be hoped that this account of a possible Norwegian hazard will not discourage others from visiting that country (some cautious enquiry regarding the troll position around Haugesund and Horten might be of interest) for an encounter with a troll might not take place and, even if it did, it might be a friendly one.

ACROSS

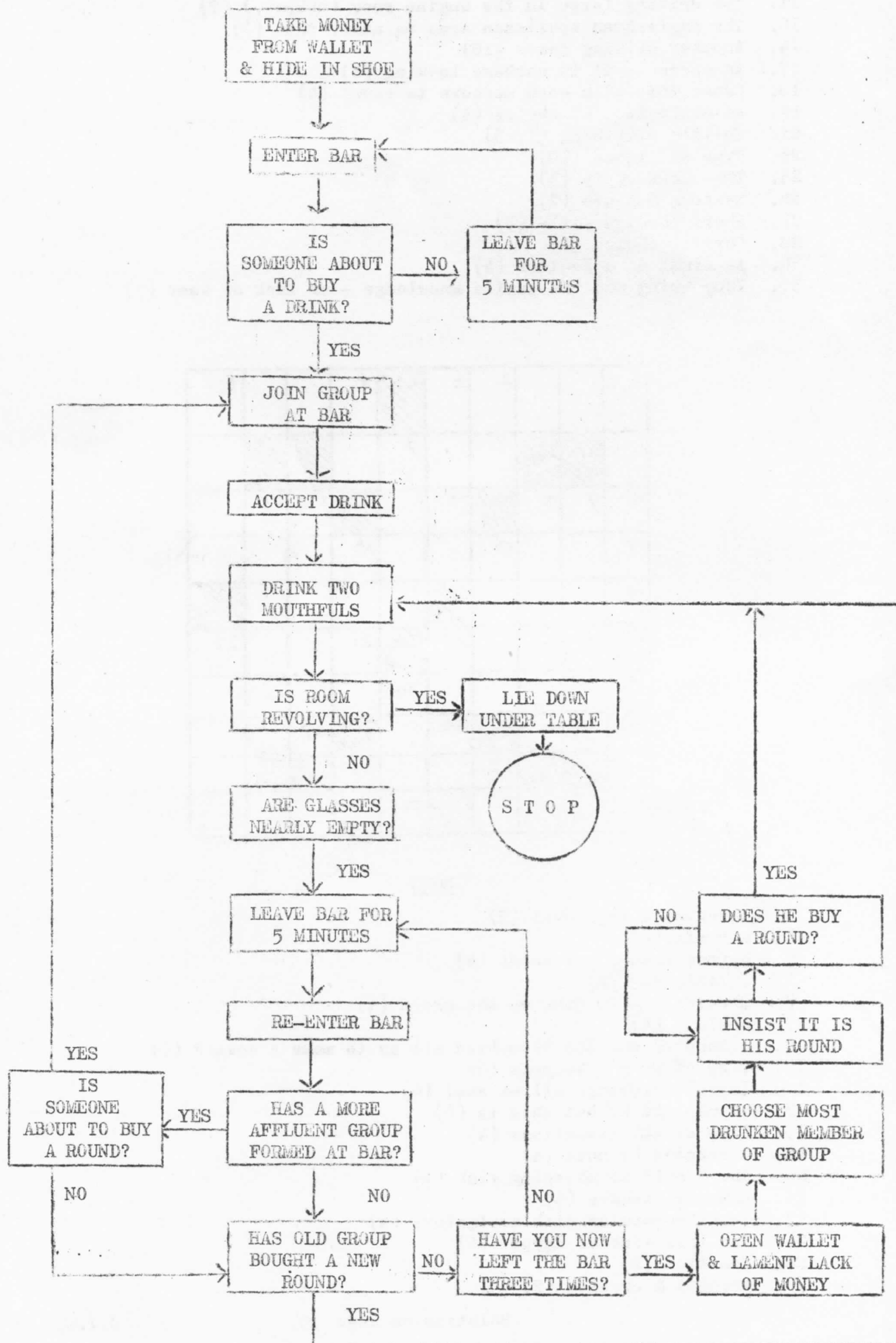
1. Peerage rank known around the world (5)
4. To take on board (4)
6. A hot fiddler (4)
8. To play a part or a part of a play (3)
11. The driving force in the engine room (abbrev.) (2)
12. The Englishman sportsman aims to carry this (3)
14. Another driving force (10)
17. As green as it is cabbage looking (4)
18. Cross this with good measure to count (4)
19. An expression of choice (4)
21. Child's plaything (1, 3)
23. Type of clause (10)
25. The short reply (3)
26. Eastern measure (2)
27. Short foreign title (3)
28. Capital choice (4)
30. As light as a feather (4)
31. They bring out the pupils knowledge - or lack of same (5)



DOWN

1. Associated with evil (5)
2. Not off (2)
3. Narrow channel of water (4)
4. In this way (2)
5. Should only be done on the green (4)
7. Residue (4)
9. A hundred and the blackbird all go to make a coward (9)
10. Bird of prey's weapons (6)
12. Is this exchange all at sea? (6)
13. 12 may not be but this is (6)
15. Free of all deductions (4)
16. Generated by hate (4)
20. They could be shocking fish (4)
22. Courtly excuses (5)
23. Banks unpopular with navigators (4)
24. The life line of Egypt? (4)
28. Position (2)
29. Naughts & crosses (2)

Having heard of the variety of programmes that can be fed with Lloyd's computer system, we present this flow chart which will provide a simple round-avoiding routine for economic bar attendance.



QUIZ ANSWERS

- 1.) When they cool and contract they pull the plates very closely together.
- 2.) No, the term originated from the pink tape with which British Government documents are tied.
- 3.) Scotland.
- 4.) a). 1914
b). 1869.
- 5.) Five : Superior, Michigan, Huron, Erie, Ontario.
- 6.) a). Clackmannan,
b). Rutland.
- 7.) Macedonia, in 356 B.C.
- 8.) Because horse-thieves, if not hanged, sometimes had the top of an ear cut off and would let their hair grow to cover this disfigurement.
- 9.) A Scottish coin originally worth $1\frac{1}{2}$ d. The word is now applied to the $\frac{1}{2}$ d.
- 10.) Only dead men have widows!
- 11.) a). "I am carrying mails".
b). "Man overboard".
- 12.) A licence is required for a radio and a dog, not for a cat.
- 13.) Blue.
- 14.) Edinburgh.
- 15.) a). Tiber
b). Vistula.
c). Saskatchewan.
- 16.) George Gershwin.
- 17.) Between 1908 and 1927, when 15,000,000 were built.
- 18.) Three miles.
- 19.) The "Golden Hind".
- 20.) Thirty-two.

CROSSWORD

SOLUTION

ACROSS

1. Baron
4. Ship
6. Nero
8. Act
11. C.E.
12. Bat
14. Crankshaft
17. Kale
18. Yell
19. Vote
21. A Top
23. Sentential
25. Ans.
26. Li
27. Cte.
28. Oslo
30. Down
31. Exams

DOWN

1. Black
2. On
3. Neck
4. So
5. Putt
7. Rest
9. Craven
10. Talons
12. Baltic
13. Afloat
15. Nett
16. Heat
20. Eels
22. Pleas
23. Sand
24. Nile
28. On
29. Ox.

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 INVERFORTH"

| | |
|----------------|----------------|
| MASTER | G. DOWNIE |
| CHIEF OFFICER | J. HUNTER |
| 2nd OFFICER | H. MacDONALD |
| 3rd OFFICER | W. MIDDLETON |
| RADIO OFFICER | J.J. McKENNA |
| CADET | D. BETTS |
| CADET | J.N. MacDONALD |
| CADET | A.J. RILEY |
| CADET | S. YEAMANS |
| CHIEF STEWARD | E. VAHER |
| CHIEF ENGINEER | A. MacLEAN |
| 2nd ENGINEER | D. ADAM |
| 3rd ENGINEER | H. MacPHAIL |
| 4th ENGINEER | A.R. SHAH |
| ELECTRICIAN | R. PRATT |

"BARON KINNAIRD"

| | |
|-----------------|---------------|
| MASTER | J. TATTERSALL |
| CHIEF OFFICER | J. BARCLAY |
| 3rd OFFICER | J. MACKAY |
| BOSUN | W. HILL |
| CHIEF STEWARD | A.K. DON |
| CHIEF ENGINEER | R. BRADLEY |
| 2nd ENGINEER | J. SUTHERLAND |
| 3rd ENGINEER | J. HENRY |
| 4th ENGINEER | P. DORRIS |
| JUNIOR ENGINEER | J. ARBUCKLE |
| JUNIOR ENGINEER | A. GALLAGHER |
| ELECTRICIAN | J. MacLEAN |

"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 | T. SMITH |
| 3rd ENGINEER | A. McWALTER |
| 4th ENGINEER | J. McKINLAY |
| JUNIOR ENGINEER | B.E. CARTER |
| JUNIOR ENGINEER | J. KELLY |
| ELECTRICIAN | E.J. PRESTON |

"BARON FORBES"

| | |
|-----------------|--------------|
| MASTER | W. WARDEN |
| CHIEF OFFICER | A. HEPBURN |
| 2nd OFFICER | K.B. MILLAR |
| 3rd OFFICER | T.R. COWELL |
| CADET (DECK) | N. CLARKE |
| CADET (DECK) | M. SMITH |
| CADET (ENGINE) | W.J. SHIRLEY |
| CHIEF STEWARD | I. MacDONALD |
| COOK | W. WALSHAW |
| CHIEF ENGINEER | T. McGHEE |
| 2nd ENGINEER | H. OSTERMANN |
| 3rd ENGINEER | I. NIBLOCK |
| 4th ENGINEER | G. McLEOD |
| 4th ENGINEER | J. STONE |
| JUNIOR ENGINEER | J. HOGG |
| JUNIOR ENGINEER | M. MacDONALD |
| ELECTRICIAN | I. GRAY |

"BARON MACLAY"

| | |
|-----------------|----------------|
| MASTER | I. MACKAY |
| CHIEF OFFICER | G. LINDSAY |
| 2nd OFFICER | W.E. GREATOREX |
| 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 | G. McGEACHY |
| JUNIOR ENGINEER | A. MacKAY |
| ELECTRICIAN | R. DUNCAN |

PERSONNEL"BARON PENTLAND"

| | |
|-----------------|-----------------|
| MASTER | P. TURNBULL |
| CHIEF OFFICER | G.H. KELLOCK |
| 2nd OFFICER | J.R.C. PETERSON |
| 3rd OFFICER | A. WEIR |
| RADIO OFFICER | R.J.T. HEMMINGS |
| BOSUN | A. JAMA |
| CHIEF STEWARD | W. BAGE |
| 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 | A. McKINLAY |
| CAPTAIN | T.B. McLEOD |
| CAPTAIN | J.R.L. CAIN |
| CHIEF OFFICER | J. HUNTER |
| CHIEF OFFICER | W. ROSS |
| 2nd OFFICER | H. McDONALD |
| CADET | C.F. GREEN |
| CADET | A.T. KEMP |
| CADET | J.H. WOOD |
| CHIEF ENGINEER | A. METCALF |
| CHIEF ENGINEER | R. POVEY |
| CHIEF ENGINEER | W. SADDLER |
| 2nd ENGINEER | T. CAMPBELL |
| 2nd ENGINEER | G. STEVENSON |
| 4th ENGINEER | D. CARMICHAEL |
| 4th ENGINEER | D. MADGE |
| JUNIOR ENGINEER | J. O'HARA |
| BOSUN | J. NORDEN |
| CHIEF STEWARD | A. SISI |
| CHIEF STEWARD | T. EVANS |

"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 |
| 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 |

STUDYING

| | |
|-------------|------------|
| 2nd OFFICER | E. ADDISON |
|-------------|------------|

SICK

CAPTAIN J. PEARSON

We have been unable to include the names of a Second Officer for "Baron Kinnaird" or Radio Officer for that ship and "Baron Forbes" as appointments had not been made at the time of going to press.



We, too, wonder who!