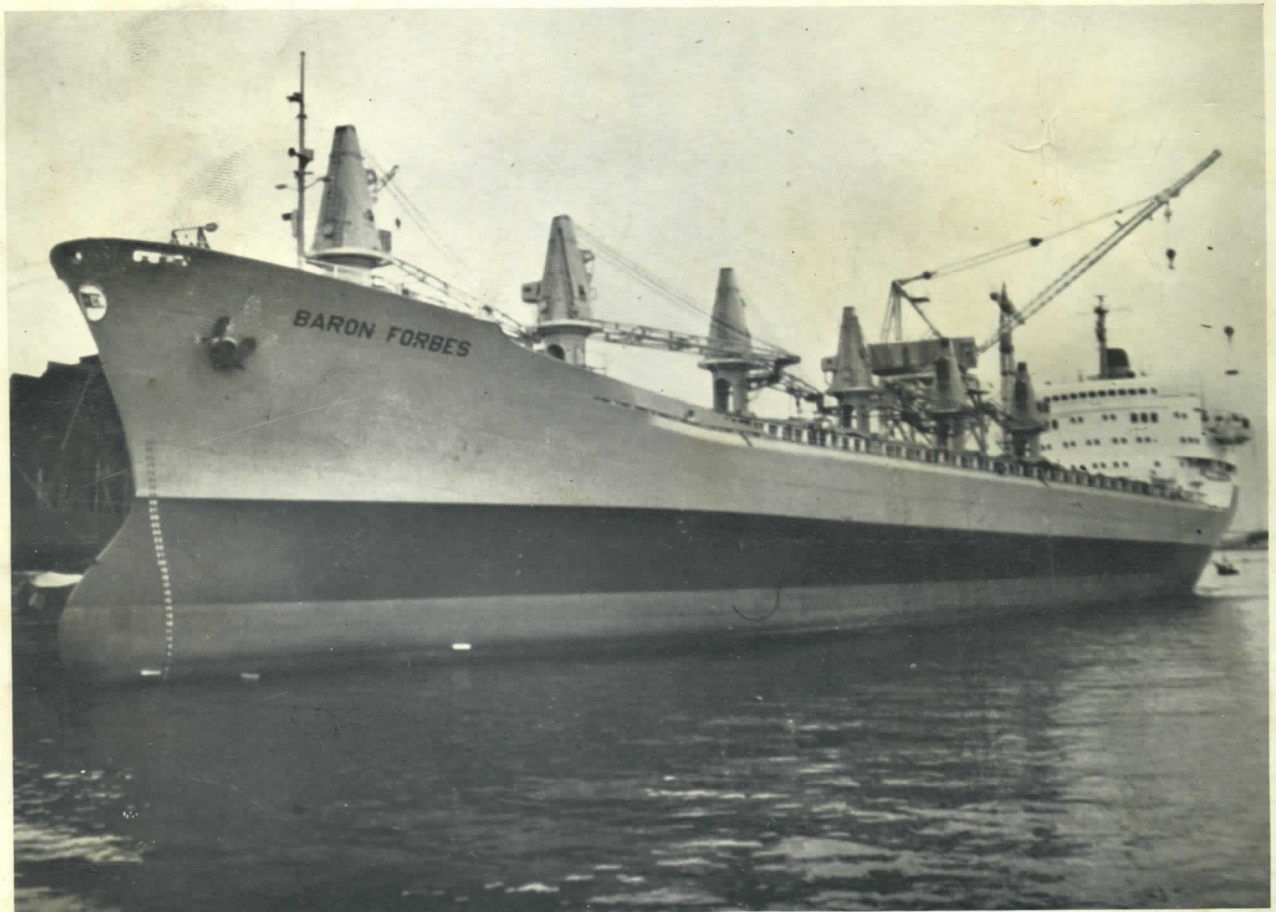


H. HOGARTH & SONS LTD.

NEWSLETTER



m.v. "BARON FORBES"

No. 5 - January, 1968

By the time this number reaches you the Christmas and New Year Festive Season will be past but we take this opportunity of expressing the hope that an enjoyable time was had by all and that the New Year will bring health and happiness to all our readers.

With the commencement of the Newsletter's second year of existence we are introducing a small Photo Section and hope that this might become a regular feature. To achieve this of course requires a regular supply of interesting, clear photographs (or negatives) and we would repeat the hope expressed in the October number that readers will send some in. When doing so, please include pertinent facts regarding the photograph such as peoples' names, place-names, dates, etc. to ensure accuracy in the caption should the photograph be printed. This request comes, we would add, as an addition and not as an alternative to written contributions! The October request has met with no response so far (indeed, the response to our request for contributions as a whole has been disappointing) and while we appreciate the self-effacing qualities this highlights it does not help the Newsletter. So, some New Year Resolutions to let us have plenty of material, both literary and photographic, over the next 12, 24, 36 months to ensure the continued success of the Newsletter in its second and ensuing years would be a very good idea.

The cover photograph this time shows our new bulk carrier "Baron Forbes" lying alongside at Haugesund after running her Technical Trials but before being handed over to us on the 21st October. This photograph was taken by Mr. W.M. Scott. A photograph of the ship actually running trials will be found in the Photo Section.

HEAD OFFICE

Mr. Kenneth Ross has been appointed Chief Engineer Superintendent from 1st January, 1968 succeeding Mr. Donald McDougall who retired at the end of the year.

RETIRALS Donald McDougall

Mr. Donald McDougall retired at the end of December. He joined the Company in August, 1951 as Assistant Engineer Superintendent and succeeded the late Mr. Lachlan McLachlan as Chief Engineer Superintendent in 1957.

Mr. McDougall commenced his engineering apprenticeship at Palmers Shipbuilding and Iron Works Ltd., Jarrow-on-Tyne, in 1918 at the age of fifteen when he went straight from school to help in filling the gaps caused by the call-up of men for military service.

On completion of his apprenticeship in the Drawing Office he went to sea in 1924 on board the British Tanker Company's first motorship "British Aviator", which had been built at Palmers and was engined with Fullagar diesels.

After being with the British Tanker Company for seven years he joined the Silver Line with a view to gaining experience on general and refrigerated cargo ships and sailed as Chief Engineer with that Company for ten years.

During the Second World War he served afloat from the outbreak of hostilities until 1943, during which time he saw service in the Atlantic, Pacific and Indian Oceans and the Middle East. In 1943 he was seconded to the Ministry of War Transport and Sea Transport, subsequently being appointed Chief MOWT Surveyor and Senior Inspecting Officer Sea Transport, Alexandria, in 1944, remaining in that position until the end of the War.

He stayed on in Egypt as a Consultant until 1948 when he went to St. Vincent, Cape Verde Islands, as Resident Engineer to Wilson Sons & Company Ltd., remaining with them until he joined us in 1951. Shortly after coming to us he went to Dundee to superintend the building of "Baron Kilmarnock" at the Caledon Yard.

We take this opportunity of wishing Donald McDougall a long and happy retirement and hope that Mrs. McDougall and he will find much contentment in their new home at Annan, Dumfries-shire, and many hours of pleasure on Powfoot Golf Course.

David J. A. Groat

Mr. David Groat retired on 29th December, 1967.

Mr. Groat commenced his sea-going career in August, 1927, when he

joined the Clan Line as a Junior Engineer, remaining with that Company until December, 1930. This period included a voyage of two years duration on the South African coast.

In April, 1931, he obtained his Second Class Certificate and came to us in that month, joining "Baron Ramsay" as Third Engineer. In April, 1933 he obtained his First Class Certificate and joined "Baron Pentland" as Second Engineer in August of that year. He sailed as Second until August, 1939 when he was appointed Chief Engineer of "Baron Haig" and served in that capacity on various ships of the fleet throughout the War and after, coming ashore from "Baron Renfrew" in June, 1950. From the following August until April, 1951 he assisted in the Engineer Superintendent's Department, after which he was appointed Assistant Engineer Superintendent. He served in that capacity until December, 1967 and we are sorry that retirement has been forced upon him for health reasons. It is to be hoped that a more leisurely life will help in restoring him to health and we wish him a long and happy retirement.

To mark their retiral, the Firm gave a cocktail party in their honour at the Royal Scottish Automobile Club on 29th December.

The Company is very appreciative indeed of the long and loyal service given by Mr. McDougall and Mr. Groat.

On 27th November Miss Catherine Bryson announced her engagement to Mr. Alexander Hamilton of Glasgow. They have not yet fixed a date for their wedding.

Russell Kent joined the Staff on 13th November and is presently assisting at the Boys' Desk.

FLEET NEWS

In view of his recent illness, Captain J. Pearson will be retiring. It is regrettable that retirement has been forced upon him for this reason but we hope that his health will continue to improve and that he will have a long and happy retirement.

Captain J.D. Minards underwent a very serious operation in the Vale of Leven Hospital on 27th November. We are very pleased to be able to report that he is making excellent progress towards recovery although, inevitably, it will be some time before he is fit enough to resume sea-going duties.

Captain T.B. McLeod had a cartilage operation on a knee early in December and we are indeed glad that he, too, is making a good recovery

although, in his case also, some time must elapse before he is well enough to return to sea.

Captain A. MacKinlay took "Baron Wemyss" out to Dakar from Liverpool recently and after returning from Dakar by air resumed his leave prior to taking command of "Baron Cawdor", presently fitting-out at Horten.

Personnel Courses

Mr. W.M. Ross, Chief Officer, recently attended a Personnel Course at Dunblane and, judging from the letter received from him on completion of the Course it is apparent that he gained benefit from it. His concluding paragraph perhaps conveys as well as anything the worth of these Courses ; the paragraph reads as follows:-

"To summarise, one evening I telephoned my wife who enquired if I was finding it interesting. I remarked that I was beginning to see other people's point of view. The reply was 'Come home as that alone justifies attending the Course'".

Fire Courses

On 29th November Mr. W. M. Ross, Chief Officer, arrived at the McDonald Road Fire Station, Edinburgh, to attend one of the 3-day Fire Courses. Like other officers who have attended these Courses, he found it most informative and realistic.

Supervisors' Courses for Petty Officers.

These Courses have been organised by the British Shipping Federation in co-operation with seafarers' organisations, including the National Union of Seamen, with a view to stressing the importance of relationships which exist between men on board a ship and the important part which Petty Officers play in these relationships. The Course objective is to provide an opportunity where Course members, as well as the lecturers, can express opinions and views freely in an endeavour to stimulate discussion and provide as wide an exchange of views as possible.

The five-day Courses are held at the New Imperial Hotel, Hove, Sussex, and Mr. J. R. Norden, Bosun, attended one between 12th and 17th November. Subsequently, he reported that he had found the Course both interesting and useful.

Readers will recall seeing in the July Newsletter that there had been an announcement in the Birthday Honours List, published in the London

Gazette of 10th June, 1967, that Mr. John G. Gilbert, Bosun, had been awarded the British Empire Medal (Civil Division) and we are delighted that his long and unblemished career in the Merchant Service and his twenty-six years of unbroken, loyal service to the Company have been recognised in this way.

Mr. Gilbert was presented with his medal on 17th November, 1967 by Mr. J. P. W. Mallalieu, Minister of State, and we were very pleased to welcome him in the Office on 23rd November when he showed us the medal.

Congratulations have of course been extended to Mr. Gilbert but we would like to offer them once again through the medium of the Newsletter.

We hope readers will understand that where on occasion some of the dates given in the 'Ship Paragraphs' below appear to be in the wrong tense in relation to the Newsletter's date of issue this is unavoidable as some compromise must be reached between these dates and the preparation date of the Newsletter.

"BARON CAWDOR" Fitting-out at Horten and we continue to look for her completion there about the beginning of March, 1968 or possibly earlier.

"BARON FORBES" Having completed discharge of her Vlaardingen pig-iron cargo at Yawata on 20th December, the ship sailed for British Columbia to load a cargo of packaged lumber under Time Charter to Seaboard Shipping Company and should arrive at her loading port on or about the 4th January. The lumber cargo is destined for U.S.N.H. and thereafter she will circumnavigate the Pacific, loading phosphate in Tampa Range for Australia or New Zealand, then logs at Napier (and probably Gisborne) for Japan, after which she will return to British Columbia to load lumber for U.S.N.H. or U.K.

"BARON INVERFORTH" After having certain repair work and the installation of an air-conditioning unit done at Kobe the ship sailed from that port on Christmas Day. We mentioned in the October Newsletter that she is on Time Charter to Yamashita Shinnihon and are meantime awaiting confirmation from these Charterers that she has again been fixed to load in the Gulf for Japan.

Mr. J. Currie, Assistant Engineer Superintendent, was in attendance during the repair period in Kobe.

"BARON KINNAIRD" In the October Newsletter we mentioned that this ship was fixed to load a phosphate cargo at Port Tampa Range for Japan and she in fact completed loading at Port Tampa on 2nd December. Most regrettably, when leaving the berth her stern struck an uncharted rock formation, resulting in serious damage to the rudder, rudder-stock, steering-gear and propeller. This damage of course prevented the ship moving under her own power and enquiries ascertained that the nearest convenient drydock was at Mobile, Alabama. Our ship was towed there by the tug "Peggy Sheridan", assisted part of the way by two other tugs as tornado warnings were in operation. The ship arrived at Mobile late p.m. on the 9th December, completed discharge of approximately half her cargo on the 11th and entered drydock that day. Repairs proceeded smoothly, with Mr. K. Ross, Engineer

Superintendent, in attendance, and the ship undocked on the 19th. Reloading of the discharged cargo commenced p.m. 20th and the ship sailed for Japan on the 24th.

It was fortunate that the damage suffered was not even worse and in this connection it must be mentioned that the prompt action taken by Mr. J. Henry, Third Engineer, who was on duty at the controls at the time of the accident, undoubtedly prevented further damage.

Meantime, the ship is unfixed beyond Japan.

"BARON MACLAY" After completing discharge of her Vlaardingen pig-iron cargo at Kanmon (Moji-Yawata area) on the 28th December the ship sailed for Queensland, where we look for her arrival on or about 10th January, to load bulk sugar for the U.K.

Elsewhere in this issue will be found an account of the ship's participation in the rescue of men from a Japanese fishing vessel.

"BARON PENTLAND" After completing discharge of her cargo of steel blooms at Bilbao on 22nd December (an account of the loading of this cargo will be found on a later page) the ship sailed for Takoradi, via Las Palmas to replenish bunkers, where she will load manganese ore for London. It is hoped she will sail from Takoradi on or about the 5th January, in which case she should arrive in London about 19th January.

"BARON WEMYSS" After having sailed from Liverpool on the 21st December for Dakar, this ship is expected to arrive at that port on 30th December to load phosphate for Japan. One day should suffice for loading. It is almost certain that she will proceed towards Japan via the Cape of Good Hope.

No fixture has yet been arranged beyond Japan.

On Page 4 of the October Newsletter we mentioned the sale of "Baron Jedburgh", "Baron Belhaven", "Baron Garioch" and at the same time gave the names of their new owners. The "Baron Jedburgh" was handed over at London on 10th October and was renamed "Evie G. Tsimplis", the "Baron Belhaven" was transferred at Greenock on 6th December and given the name "Global Trader" and the "Baron Garioch" should be handed over about the New Year. We shall advise her new name in the April number.

On the 4th November we received a wireless message from the "Baron Forbes" in which Captain Warden informed us that his Third Officer, Mr. T. R. Cowell, was very unwell. Mr. Cowell had felt unwell for two days prior to this message and the increasing severity of discomfort combined with a lack of response to Captain Warden's treatment gave considerable cause for concern with the result that AMVER was contacted. It was agreed that Mr. Cowell required hospital treatment as soon as possible and accordingly arrangements were made to transfer him to the United States Coastguard Weathership m.v. "Ingham" on station in position 33° 20' N., 47° 20' W. to enable that ship to convey him to Bermuda. Our ship altered course to meet the "Ingham" and the rendezvous took place at 10.30 a.m. on the 4th November.

The doctor carried on board the Coastguard ship boarded "Baron Forbes", examined Mr. Cowell and accompanied him to the "Ingham" which then headed for Bermuda. In spite of a fresh north-westerly wind and moderately heavy swell the transfer was entirely successful. On the "Ingham's" arrival in Bermuda Mr. Cowell was immediately transferred to hospital where an operation was successfully performed. As soon as he was fit to travel Mr. Cowell returned to the United Kingdom by air and he did in fact arrive home on the 30th November to commence a period of convalescence.

During the "Ingham's" passage to Bermuda the Commander of that ship kept Captain Warden informed of Mr. Cowell's condition and, in his turn, Captain Warden expressed his thanks and appreciation to the Commander, Officers and crew of the "Ingham" for what he described as 'the help and consideration given to my vessel'. For our part, we wrote the Commander, Eastern Area, U.S.C.G., expressing our thanks also. When writing to us, Mr. Cowell mentioned that our Agents in Bermuda, Wm. E. Meyer & Co. Ltd., had been most obliging.

In the absence of Mr. Cowell, Cadet N. Clarke acted as temporary Third Officer prior to Mr. A.C. Clarke being appointed.

On 10th December we received a wireless message from Captain G. Towers to the effect that during the early hours of that day the "Baron MacLay" had rescued twenty-six members of the crew of the Japanese fishing-vessel "Seiki Maru No. 15" in position 23 12' N., 172 05' W. They had abandoned their ship after a fire, which started in the engine-room, had spread. This number comprised the entire crew and fortunately there was no loss of life or injury. After completing the rescue operation at 5.50 a.m. Captain Towers was instructed by the U.S. Coastguard, which must have been on the scene, to proceed towards Wake Island and at the same time they placed two Coastguard crew-members on board our ship. The following day there was a change of plan for the Coastguard personnel were transferred to a U.S. naval vessel and our ship resumed her voyage towards Japan where the shipwrecked seamen could be landed.

Captain Tower's written report has not yet had time to reach us but the rescue was reported in the Press in this country and, not surprisingly, received considerable publicity in Japan. Our Japanese Agents, Dodwell & Co. Ltd., have informed us that the Japanese Maritime Safety Bureau, the owners of the lost vessel and all concerned expressed "their hearty thanks for the kind act taken by Master and crew of "Baron MacLay" and also requested conveyance of their sincere appreciation to us.

We are, of course, glad that our ship was able to render timely assistance and that the accident did not result in injury or loss of life.

NEWS

In the October number we reported on the ex "Emp. Duchess" and since then we have learned that while on passage from Hong Kong to Chittagong she went aground on 3rd November on a reef in the Paracel Islands, about 400 miles S.S.W. of Hong Kong. She was abandoned by her crew and subsequently broke her back. One member of her crew was lost.

A sad note was struck, and the passing of an era occurred, when the Clyde puffer "Invercloy", of 95 G.R.T., built in 1934 and owned by Hay, Hamilton Ltd., arrived at the breaker's yard of W.H. Arnott Young & Co. Ltd., Dalmuir, on 23rd October last for breaking-up. She was the last steam puffer on the Clyde.

A Clyde 'steamer' whose name was at one time well known to many, has recently been in the news. The "Talisman", a diesel-electric paddler of 544 G.R.T., built in 1935 for the London & North Eastern Railway Co. and latterly owned by the Caledonian Steam Packet Co. Ltd., arrived at W. H. Arnott Young & Co. Ltd's Dalmuir premises last October for demolition.

On 1st December the "Olga Topic" (a familiar name to many of us) arrived in Glasgow with a cargo of 7,900 tons soya beans and 5,430 tons corn loaded at Norfolk, Va. The beans were discharged at Riverside Quay, Shieldhall Wharf, and the corn at Meadowside Granary. The last of the cargo was out of the ship on 17th December and thereafter the ship entered drydock for routine inspection and repairs.

The "Olga Topic" is a fine, modern vessel (built in Japan) and we were pleased to have this opportunity of seeing over her.

Gibbs Bright & Co. Pty. Ltd.

We were sorry to learn in October that, with effect from 31st March, 1968, this firm is terminating the activities of their Shipping Agency Department throughout Australia - a decision which has been forced upon them as a result of the amalgamation of services which hitherto had been provided independently by Liner Companies. Development in containership services by the Port Line (for whom Gibbs Bright & Co. acted as Agents), Ellerman & Bucknall and Blue Star are apparently a major factor in this decision.

Gibbs Bright & Company have been our representatives in Australia for many years and it is with real regret on our part that this contact is being lost. It is one further example of the changing pattern of Shipping today. Gibbs Bright will continue with their other interests - including insurance, timber and sawmills, pastoral and Lloyds Agents - and we wish them continued success in these fields.

As The Adelaide Steamship Co. Ltd. are, of course, well-known to us we have appointed them to act on our behalf as General Australian Agents from 1st January, 1968.

MAIDEN VOYAGE

About 0800 hours on 17th October, 1967 the "Baron Forbes" left the fitting-out quay at the Yard of Haugesund Mekaniske Verksted to run her technical trials in the sea area at the entrance to Bokn Fjord between Haugesund and Stavanger. From the weather point of view the day held little promise: the sky unbroken grey and a strong cold wind blowing from the north west but fortunately there was no rain. On two double runs over the measured mile satisfactory speeds of 17 knots and 17.35 knots were attained at average main engine r.p.m. of 115 and 121 respectively and the other machinery and equipment trials held that day were also successful. In the afternoon the ship returned to the Builders' premises to have the finishing touches put to her and final adjustments made before the delivery trip on 21st October. The improvement in the appearance of the public rooms and cabins during those three days was truly remarkable and demonstrated what a transformation could be wrought by attractive lighting, furnishings and furniture.

Saturday, 21st October proved to be a relatively mild and dry day but again the sun was obscured by cloud. However, the ship herself

looked well - the bridge front gleaming white and the six cranes (already christened Daleks!) standing prominently in line. Apart from the main deck, which could not be painted in time owing to a combination of rain and the traffic of boots and Shipbuilders' gear, it is true to say that the "Baron Forbes" was as nearly completed on delivery as any merchant vessel is likely to be and we had no hesitation in accepting her from Haugesund Mekaniske Verksted at 1330 hours at which time the Builders' flag was lowered and replaced by our own house flag and the St. Andrew's Cross. After lunch that day Mr. Sven Sandved, Managing Director of H.M.V., presented to Captain Warden a handsome clock and barometer to hang in the Master's dayroom.

About the middle of the afternoon the ship returned to Haugesund and after berthing, the wives and families of the senior yard executives were shown over her. Later in the day the crew boarded and final preparations were made for sailing.

It was still dark when the "Baron Forbes" hauled off the quay early in the morning of 22nd October to commence her commercial life. Haugesund was sleeping peacefully as our ship moved down the harbour and we felt rather self-conscious about the signal from the typhon at such an early hour on a Sunday. There was some speculation on board about the prospects of the ship ever returning to her birthplace and although it may seem unlikely, who knows? As we passed the southern outskirts of Haugesund the still morning air was again shattered by three blasts on the typhon - this time Captain Warden's farewell to his landlady! After dropping the Pilot "Baron Forbes" headed down Karmsund into the North Sea and so towards Vlaardingen at a steady $15\frac{1}{2}$ knots in unexpectedly fine, clear weather and smooth sea. Few ships other than trawlers were encountered until we approached the Hook of Holland but in that vicinity, the convergence of so many courses, almost every class of merchant vessel can be spotted at close or long range. The trip up the New Waterway was accomplished in bright, warm sunshine which gave added life and interest to the ships in berth and the innumerable shore installations to be seen between fast developing Europort at the seaward end of the Waterway and our loading berth in Vulcaanhaven, Vlaardingen. At 1530 on Monday, 23rd October "Baron Forbes" was safely moored alongside the transporter quay of Havenbedrijf "Vlaardigent-Oest", N.V. the berthing operation having been carried out with apparent ease but with the minimum of room to spare between craft lying ahead and astern. With crane jibs "topped" and hatches opened notice of readiness was tendered but loading of our cargo of German pig iron for Japan was not to commence until the following morning. As dusk fell the Rotterdam skyline became increasingly fascinating. The well known names of stevedoring concerns, ship repairers, oil companies and various

manufacturing organisations appeared in different coloured neon signs and innumerable lights shone from the "cat crackers" and other parts of the oil refineries at Pernis. More conspicuous, too, at night were the refinery waste gas flames which day and night flicker at the top of tall metal chimneys. All night long there is movement on the river to the accompaniment of ship and barge sirens and, closer to us, was the ceaseless rumble and clank of three large transporter grabs discharging coal from an Italian bulk carrier lying astern. Activity, development and modernisation are apparent everywhere in this huge port. At 0830 the next day the first of our cargo was alongside - about 3,000 tons of pig iron in a barge whose plimsoll mark was at deck level and whose deck was awash amidships. Presumably with such craft the free board is measured on the hatch coaming! To one accustomed to the safety standards laid down for deep sea vessels it was startling to note that this barge did not even have hatch covers.

Not without some regret the writer had to leave the ship at Vlaardingen after a most enjoyable short voyage from Haugesund. It was a great pleasure to be with Captain and Mrs. Warden and to have made the acquaintance of so many of the ship's company.

The "Baron Forbes" sailed from Vlaardingen on 26th October with 18,808 tons of pig iron and delivered this cargo at Tobata and Yawata between 12th and 20th December, 1967.

So ended her maiden voyage and judging from the amount of business currently available for 20,000 ton bulk carriers fitted with powerful cranes, we feel that our choice of deadweight and cargo gear for our newbuildings is justified.

WMS.

PORT NEWS

WHYALLA

In the October Newsletter we mentioned that "Baron Pentland" had been fixed to load a cargo of steel blooms at Whyalla, South Australia, for discharge at Bilbao, Spain. The ship sailed from Whyalla on the 30th October and we have since received a report on this place and on the loading of the cargo from Captain P. Turnbull.

Captain Turnbull mentions that the port is owned and managed by The Broken Hill Proprietary Co. Ltd., the only outside authority, apart from the Customs and Quarantine Departments, being the Harbourmaster's and Pilots' Department which is under the control of the South Australian Government.

On arrival at the port on 17th October the ship picked up the pilot (a Captain Avey who, Captain Turnbull states, proved very competent) at the Fairway Beacon and subsequently berthed at No. 4 Berth, situated at a well-fendered concrete wharf.

The cargo was delivered alongside by straddle trucks in 'bolsters' consisting of about 14 to 16 blooms and loading involved the use of both ship's gear and shore cranes. Occasionally five cranes were in use but the call for their services with B.H.P.'s own ships and crane drivers' disputes sometimes reduced this number to nil. Loading for B.H.P. was done by the Waratah Stevedoring Co., whose superintendents and foremen proved helpful and efficient and the labour employed was well-used to handling this type of cargo.

These blooms consist of rolled steel bars of square section which vary between six and seven inches and the lengths vary from $8\frac{3}{4}$ to 22 feet. The "Baron Pentland's" cargo consisted of blooms measuring $8\frac{3}{4}$, $11\frac{3}{4}$, 16 and 22 feet with weights of about fifteen hundredweight for the small pieces to about thirty hundredweight for the larger ones. Doubling gear was unnecessary when using the ship's tackle as only one long bloom was lifted at a time. Dunnage wood was, of course, used and was supplied by the Shippers. Captain Turnbull estimates that about 110 tons in all was used. Initially, it was laid on the tank-tops and then between each layer of blooms to enable the fork-lift trucks to withdraw their forks.

Stowage of the blooms was fore and aft along the wings to about seven blooms high and in toward the ship's centre until only enough space was left to stow short lengths between the wing cargo and the centre-line bulkhead at which point the squares were blocked out as far as the square of the hatch. At this stage the fork-lift trucks were removed ashore and the hatch square area loaded by the direct use of cranes or ship's gear. Owing to their small wheels, it proved impossible to use the fork-lift trucks on top of the blooms which meant that cargo loaded in the wings required to be dragged into position by means of lead blocks clamped to the ship's frames. At completion of loading care was taken to ensure that the top layer of cargo was solidly stowed from side to side to avoid broken stowage but where a continuous layer was impossible angle irons were welded into position between the last bloom in the layer and the ship's frames, as well as being tack-welded to the blooms over which they were laid. Topping of the cargo was done by the Stevedores, under the directions of the ship's officers, by welding angle iron to the blooms as necessary to give a solid stow.

Captain Turnbull concludes by mentioning that cargo weights were obtained by comparing shore figures with the ship's draft at frequent intervals during loading and on completion it was found that there was

very little difference between the two sets of figures.

GREENOCK

The following has been taken from the Daily Telegraph of 6th December, 1967.

PORT TO HAVE £1½M. SUGAR DOCK 'BY 1970'.

'Plans for a proposed £1½m. port development at Greenock, Renfrewshire, hoped to be completed in 1970, to cater for the new large bulk carrier ships that bring the raw sugar to the town's sugar industry, were announced in Glasgow yesterday by the Clyde Port Authority.

The authority is now engaged in talks with the Admiralty to secure ground alongside the river at present held by the Boom Defence and Admiralty Machinery depots to enable development to proceed.

Describing the proposal yesterday, a Clyde Port Authority spokesman said that the principal trade to Greenock was the import of raw sugar in bulk. With the increasing size of bulk carriers the James Watt dock was proving inadequate owing to its restricted entrance and the limitation in water depth.

750 ft. quay.

The first part of a projected deep water berth development, between Customhouse Quay and the Albert Harbour, would take the form of a new 750 ft. quay to accommodate the bulk sugar carriers.

Preliminary discussions had already been held with the sugar refiners and it was hoped to re-locate the sugar trade by 1970. The timing was dependent on when the authority to obtain the necessary land was received.'

Shades of 1665?

In a recent number of a Hong Kong newsletter it was reported that the new ship "President Van Buren" (the fastest cargo liner plying on the Pacific, apparently) called at that port. A ceremony to mark the occasion of the ship's maiden voyage was held on board when, on behalf of the Port of Hong Kong Staff, the Acting Director of Marine 'presented a plague to the ship's Captain'.

The following verses were contributed by a member of "Baron Belhaven's" company in August and we purposely held them for publication in this issue.

OUR COMPANY

We mariners who fret and fuss, the sea remains our calling,

Can claim tenacity and thus, consider it entralling,
To see and feel the force of change at work in every sphere and range,
New Tonnage, Faces, Names, Design, Investment in "The Baron Line".

Old days are ended so 'tis said, the years catch-up encroaching,

Some stalwart names eclipsed; some dead, horizons fresh approaching,
Stalwarts they were to older ears through war, the sweat the blood the tears,
In foreign stocks new ships recline, you'll not defeat "The Baron Line".

Is Lisbon not in Portugal ?, where Scotland's best defeated ?,

Do LACHLANS come again to life with "Forbes's" name repeated,
Let SanDomingo, Cuba old, L/M and Durban, Capetown bold,
Resound "au-go-go" years enshrine, good shipmates in "The Baron Line".

A moment for our London friends, bombed senseless!, "Good Old Broad Street"!,

Without their ingenuity, life ends, no longer sails the broad fleet,
Our Agents too dispersed world-wide, those "King Canutes" of wind and tide,
Despite "Arrests "Restrains" rapine, She clears the berth "The Baron Line".

How many must be based ashore, and don't forget the Lassies,

Their nimble flying fingers sure defeat our typing passes,
In truth but for God Bless them all, we couldn't prosper in our call,
Nor function without fast decline in serving first "The Baron Line".

To wives and sweethearts numerous, to families there are many,

And some have sailed the seas with us, and cost us not one penny
The heartbreak ! Separation's curse, but Love is mother nature's nurse,
Our hands across the seas entwine, The pulsebeat is "The Baron Line".

To those of us who know the wheel, go through the mill surviving,

Our millers know it "no less weel", their watchword is contriving,
The race is changed the plant is new, producing you and You and YOU,
To work together, WE sublime, The Best., OURS is "The Baron Line".

HOMER.

As readers know, Mr. A.T. Rennie retired at the end of last year. He has been kind enough to give us the following excellent account of a trip Mrs. Rennie and he had to Canada this summer :

MAN AND HIS WORLD

"You should come over in 1967 and see Expo, it will be fabulous". My wife and I received this invitation at Christmas, 1965, when Canada had already been toiling for two years to stage the greatest exhibition which the world has seen. The letter came from a cousin who lives in a little place called Baie d'Urfe on Montreal Island, about eighteen miles west of Montreal. "Why not?" I thought. "What a wonderful opportunity for my first year of retirement!"

Often the anticipation of a pleasurable event so excites the imagination that the realization of one's dreams comes as an anti-climax. For twenty months we looked westwards and step by step we prepared for the holiday of our lives. We booked passages both ways by Cunard; we were vaccinated; obtained a joint passport; and we insured the advance of passage money in case we should never cross the gangway at Southampton - an exhibition can be tiring! No hurried flight for us - a leisurely sea passage was "just what the doctor ordered" - but it gave us just ten days in Canada and only a week to tour the World of Man in 1,000 acres crammed with interest. Canada has reason to be proud of her achievement. There was no anti-climax here. The reality surpassed our wildest dreams.

On the 23rd August, 1967 we took the 9 a.m. plane for Southampton and after spending two days at Wimborne Minster in Dorset we boarded R.M.S. "Carmania". For six days we enjoyed a life of complete relaxation. We lounged in our deck chairs, had daily entertainment in the ship's cinema, studied the menu three times a day and listened to announcements on the loud speaker system. The ship was scheduled to call at Quebec but as we steamed up the St. Lawrence we were told that owing to a strike of tugboatmen passengers for Quebec would disembark at Montreal and the Company would transport them overland to their destination.

On 1st September we awoke to find ourselves in Montreal Harbour. It was nearly lunch time when we were clear of the Customs. Our host and hostess met us at the quay with their Chrysler car and lost no time in giving us a glimpse of their wonderful city. I was struck by the cleanness of the buildings, by the height of the magnificent blocks of office buildings in the centre of the city and by the contrast between the old and the new. They took us to old Montreal where we had an excellent lunch by candlelight in a unique restaurant called 'Les Filles du Roy'. The bare stone walls, the wooden beams, the stout tables without tablecloths, the lack of windows and the dim lighting combined to support the claim printed on the souvenir box of matches which I have

before me : "Vous trouverez l'atmosphère et la cuisine canadienne d'autrefois". The waitress spoke only French but this was not really surprising as we were informed that seventy per cent of the population of Montreal are French-speaking and, after Paris, Montreal has more French-speaking people than any other city in the world.

As the car turned into the short drive leading to our host's garage at Baie d'Urfe the garage door slid up and we drove in. This intrigued me and I thought of the hundreds of times I have had to get out of the car at home to open and shut the garage door. There seemed to be no limit to man's ingenuity. The 'miracle' was performed by radio - the pressing of one button in the car would open the garage door and of another in the garage would close it and vice versa ; and the same operation would switch on and off the light. The next day, we were to pay our first visit to Expo 67 and to see more of the wonders of "Man and his World".

Expo was almost entirely housed on two islands in the river, one of which was completely man-made for the occasion and the other had to be very considerably enlarged. To do this, fifteen million tons of rock and earth were brought to the site and almost seven million tons were dredged from the river bed. Bridges and a railway were built to provide access to all parts of Expo. Travel on Expo Express was free and the trains were often crowded. They were operated by push button. Seldom had we to ascend or descend stairs - we were moved up and down by escalators. Everything seemed to be organised to the last detail. I say 'seemed to be' because, on our first visit, we had the impression that one important detail had been overlooked. We had the utmost difficulty in finding a 'comfort station' ! The people I asked didn't know, or thought they knew and didn't or knew and wouldn't tell or simply didn't understand plain English. It appeared that there was no place in Man's World for such a convenience. However, when we contacted our host at a pre-arranged meeting place he showed us how mistaken we were. All we needed to do was to explore more thoroughly.

There were always long queues for the more popular pavilions, but we managed to visit those of Great Britain, U.S.A., France, Scandinavia, Canada, Canadian Indians, Ontario, Israel, Man the Explorer, the Telephone Pavilion, the Photographic Pavilion and a few others - also the Aquarium and the Dolphin Pool where trained dolphins gave a wonderful performance.

Britain spotlighted all her famous sons and daughters since the time of the Venerable Bede, authors, scientists, missionaries, explorers, soldiers, statesmen, etc. The U.S.A. stressed space exploration and showed a model of the moon's surface complete with landed space craft and three astronauts: also the film industry. France showed colour television, an art gallery and a large portrait of de Gaulle. Israel

showed us a Dead Sea Scroll - the Book of Habbakuk - and told us of her long, turbulent history from the time of Abraham. The Canadian Indians made no bones about the iniquitous behaviour of the white man who stole their lands. Incidentally, the U.S.A. Pavilion was a gigantic sphere of glass encased in girders, two hundred and fifty feet in diameter, in which we were transported from floor to roof in the longest escalator I have ever seen. These are just a very few of the impressions which stand out from our kaleidoscopic week at Expo. But the pavilion which showed us most of Canada itself was the Telephone Pavilion, for admission to which we had to wait two hours in a queue.

We were admitted to a circular room around the wall of which were stretched ten large cinematograph screens. The room was in darkness and when the film started we had the sensation of being airborne in a flying saucer. Behind, the country slipped away from us - ahead it came rushing towards us whilst at each side it streaked past. We landed in Parliament Square, Ottawa, and were immediately surrounded by Canadian Mounted Police. In the background stood the Parliament Buildings. Then we were whisked away and hovered over Niagara Falls. We flew low over the wheat lands of Manitoba, banked and weaved our way through the Rocky Mountains and looked down on Vancouver. Then we were taken eastwards to Nova Scotia and our last view of the country was in the beauty of autumn when the maple leaves had turned red.

Here I must leave Expo. What we saw was nothing compared with what we had to leave unseen. But we could not sail for home without seeing just a little more of Canada so on the Sunday after our arrival we visited Ottawa. There we were conducted through the Houses of Parliament, a beautiful and dignified building containing a magnificent library. In the square outside we had just witnessed Prime Minister Lester Pearson making a speech of welcome to the President of Grenada.

Later in the week we toured Montreal by 'bus. The tour included a visit to the Church of Notre Dame and to the Waxworks Museum. The interior of the Church is of breath-taking beauty, particularly the altar with its gilt representation of the church in the centre of which is the figure of Christ.

Other highlights of our holiday included a fine concert by the Vienna Philharmonic Orchestra in an ultra modern theatre complete with escalators: a performance by the French Gendarmerie in the stadium at Expo - similar to the Edinburgh Tattoo - and a meal at a 'drive-in' restaurant where we parked the car next to a stand with a printed menu and a telephone and simply 'phoned our order without getting out of the car. A girl brought our orders on a tray and when finished we left the tray on a ledge provided for the purpose and drove off.

Too soon the day of our departure arrived. We boarded R.M.S. "Carinthia" during the evening of 11th September, looked across at Expo for the last time, and went below.

Mid-Atlantic. No other ship in sight. Somewhere over there to the east was Ireland and beyond lay the Old Country, writhing and choking under the stranglehold of the Liverpool dock strike. How fortunate, I thought, that we disembark at Greenock! And, as we contemplated the limitless horizon, the words of the psalmist came to me : 'What is man that thou are mindful of him?' What indeed?

THE CARRIAGE OF CARS

The early 1920's saw the first attempts to ship cars by sea on their own wheels although it is probably safe to say that until the outbreak of war in 1939 the usual way to ship cars from British ports was in solid-sided wooden crates, each crate containing an entire car in C.K.D. (completely knocked down) form for assembly in the country of destination and, as far as this country was concerned, the main countries importing cars at that time were Australia, New Zealand, South Africa and India. Car shipment was, traditionally, a liner trade and this continued to be the case after the war but, in view of the urgent need for foreign currency - particularly dollars - strenuous efforts were made by British car manufacturers to break in on the huge U.S. and Canadian car markets and this policy has of course continued ever since. These efforts met with only limited success in the late forties and early fifties but by 1955 some real results were becoming evident and between that year and 1957 sales of imported cars in the U.S. and Canada doubled each year, various reasons contributing to this. As far as the Shipping Industry was concerned this manifested itself by pinpointing that the liner companies were unable, on their own, to provide sufficient cargo space to lift all the cars earmarked for export and therefore tramp owners, ourselves included, for the first time became involved on a big scale in the shipment of cars as a homogeneous cargo. The need for additional shipping space becomes apparent when it is realised that in 1956 32,300 British cars were sold in the U.S. whereas in 1957 this figure had jumped to over 85,000.

Our introduction to the business was with the shipping of 269 Ford cars on board "Baron Scott" at Dagenham in December, 1957 - a cargo which was destined for Miami and New Orleans. The last full cargo of cars carried by us was on board "Baron Berwick" which loaded 265 cars of various makes in Immingham in February 1963 for discharge at Newark, N.J. and Norfolk, Va. It is an unhappy coincidence that not only was

this the last car cargo carried by us but it was the voyage when this ship was in collision with the "Granvik" off the East Anglian coast in the early stages of the voyage resulting in several cars, as well as the ship of course, suffering damage. These damaged cars were subsequently repaired by the manufacturers and re-exported for the ship completed the voyage after being repaired. Inevitably, with such a vulnerable type of cargo, there were reports of and claims for bumps, dents, scratches, breakages, etc. but on the whole the out-turns were highly satisfactory. Apart from this "Baron Berwick" incident, there were just two occasions when damage of a fairly serious nature was suffered by cars - one when false-decking in No. 1 hold gave way in severe weather and another, again because of bad weather, when No. 5 hold had to be flooded to steady the ship, inevitably spelling doom for the cars stowed there. Indeed, the unrecognisable heaps of mangled metal which resulted were graphic testimony of the powers of surging water.

We employed three methods of stowing the cars : (a) as many vehicles as possible were stowed in the lower holds, tween decks and casing-sides : (b) the erection of false-decks which involved the building of temporary wooden 'platforms' supported on wooden uprights, three wooden decks to each lower hold, thereby permitting the stowage of four 'layers' in those compartments and one false-deck in the tweendecks, giving two 'layers' in those compartments, making six 'layers' altogether which resulted in a very large number of cars being carried by ships thus fitted. The erection of this false-decking was extremely expensive but, in addition to enabling a large number of cars to be accommodated, it had the merit of permitting rapid loading and discharging. However, on completion of discharge the problem of disposing of the wood had to be faced, not an easy one to solve when it is borne in mind that the shipments adopting this method were destined for West Coast U.S. and Canadian ports where wood is so plentiful. The third method of shipment was by the use of expendable open crates comprising a wooden framework around the car, thereby affording it protection, with a solid wooden top which meant that crates could be stacked one on top of another, (an illustration of this method can be seen in the Photo Section of this issue). In this way three tiers of crates could be stowed in the lower holds with a 'layer' of uncrated cars on top of the uppermost crates. This system avoided the time and cost of constructing false-decks but loading and discharging costs and times were greater and experience showed that fewer cars could be shipped. Also, the disposal of the wooden crates remained a problem.

In all, we carried forty-two full car cargoes, of which thirty were loaded in London River, nine in the Mersey/Manchester area, one in Immingham and one in Cork. One only was loaded on the Continent when

"Baron Inverclyde" lifted a consignment of Volvos at Gothenburg for discharge in Los Angeles and San Francisco. A photograph of the ship taken whilst carrying this cargo and showing some of the cars stowed on deck, can be seen in the Photo Section. Of these cargoes, nineteen went to S.E. U.S. and Gulf ports (4826 vehicles) ten to West Coast ports, including Vancouver, B.C. (6238 vehicles) eight to N.E. U.S. ports (1963 vehicles) and five to Halifax, N.S. or St. John, N.B. (1077 vehicles) and the makes of cars carried were a fair representation of the British Motor Industry. The smaller totals imported by the S.E., Gulf, N.E. and Eastern Canadian ports, in spite of the greater number of individual shipments in the case of S.E. and Gulf, is explained by the fact that in all these cases the first-named method of stowage was adopted. It will therefore be seen that a total of 14,104 vehicles (this figure includes a number of tractors) were shipped in these forty-two cargoes. On the basis of, say, fourteen feet per vehicle, this means that if placed bumper to bumper they would form an unbroken queue thirty-seven miles long, or the distance from Glasgow to Alloway or Edinburgh to Stirling!

During an idle moment one might speculate on what became of these cars (it is unlikely that many are still running), what adventures or accidents befell them or whether they were instrumental in raising, fulfilling or abruptly ending their owners' hopes. However, one at least which might well have arrived on the West Coast in a "Baron" ship does have a documented history. Accusations of bias must be avoided by not mentioning the make of the car (sufficient to say the name has seven letters, beginning with H and ending with N!) which ran for many thousands of trouble-free miles over a period of years only to meet a sudden and untimely death whilst parked on one of the Sausalito hills mentioned in the July Newsletter when it was crushed beyond recognition by a runaway road roller. Indeed, it was left looking like those cars in the flooded No. 5 hold referred to earlier but, unlike they which died an anonymous death, the H-----N died the death of a hero (or heroine?) by preventing the roller from carrying on right through a house.

The importation of cars into the U.S. and Canada continued on a fairly formidable scale until mid-1960 when, in May that year, over 23,000 British cars arrived but in the following month this figure dropped to just over 8,000, with stocks of unsold cars in the country running at 132,000. This meant that the peak period during which tramp owners were involved lasted about $2\frac{1}{2}$ to 3 years and this period coincides fairly closely with our involvement in the trade, (apart from the "Baron Berwick's" cargo in 1963). Thus, the potential threat which had been foreseen by British manufacturers, namely the introduction of 'compact' models by U.S. and Canadian makers, materialised and combined

with other factors to reduce the number of British cars sold in North America. The nature of the trade therefore changed, the accent swinging more towards sports and high-performance cars dissimilar to those produced locally. In the years since these changes have continued but the need to charter tramp tonnage on a large scale has not recurred - the position having been taken up to a great extent by specially designed ships which are chartered on a long-term basis by individual car manufacturers. Therefore, it is unlikely that we will be involved in this trade, certainly on such a scale, in future but at the time it proved, from our point of view, an unusual and interesting period of trading.

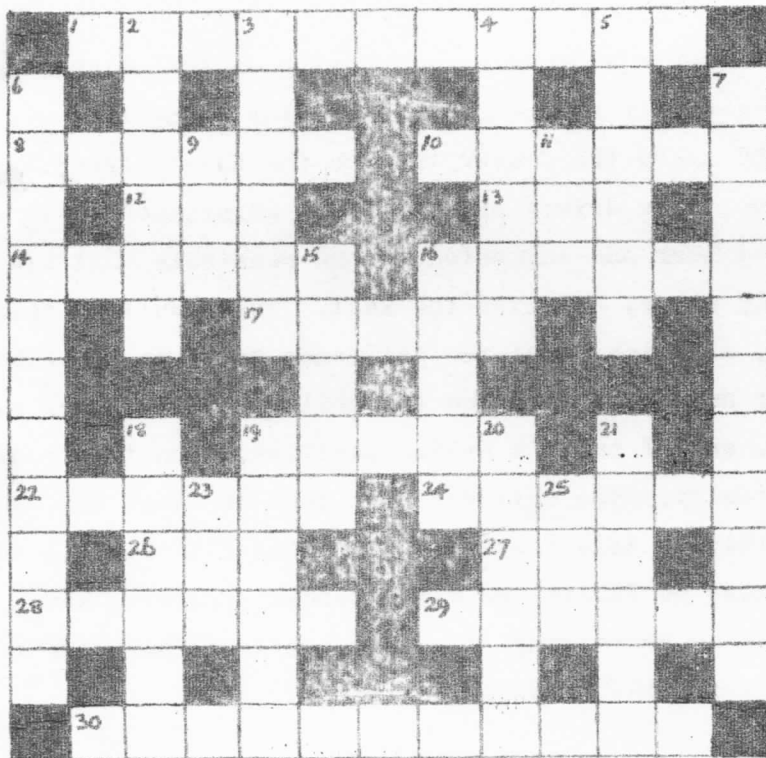
Breathalysers are much in the news just now so the following are topical:

The constable stopped a car showing no tail-lights and when speaking to the driver noticed that there was a smell of alcohol. Accordingly, he asked the driver to take the Breathalyser Test, which proved positive. The driver protested and maintained that he had only had one pint of beer and suggested to the constable that his wife, who looked entirely sober, be given the Test. The result of this Test was also positive, at which point the policeman began to get embarrassed but the driver suggested that the two children in the back seat also take the Test, and if their's proved positive, then the breathalyser bags must be faulty. The children duly took the Test and, sure enough, both were positive. This convinced the constable that his supply of plastic bags must be faulty and with profuse apologies waved the driver on his way. As he drove away, the driver said to his wife : "That was a good idea, giving the kids a pint each!"

A rash of I.F.O. sightings in the South of England have been reported recently - a number of them by policemen. There was one instance where two policemen in a squad car sighted a flying saucer travelling at tremendous speed and decided to try and follow it. This involved going at a great rate themselves, overtaking other vehicles, cornering on two wheels and taking shortcuts across fields. After a long, exciting and exhausting chase the mysterious object was seen to land so the two officers left their car and approached with caution. As they did so, the inevitable two little green men left the machine and came towards the policemen. Each held out a small bag saying: 'We've been watching your driving, please blow into this!'

ACROSS

1. Revolvers. (11)
8. These can be found in the construction of an A. D. Ship but no doubt were far more common ashore even in earlier times. (6)
10. Aromatic flower found in Miami mosaics. (6)
12. This bird is no flyer. (3)
13. If you go in for this, you like the sea. (3)
14. Barons can be said to be born in this. (6)
16. Olympic country. (6)
17. Hedges without aspiration... (5)
19. It is no good drying these tears. (5)
22. Stayed where the dog led. (6)
24. Engineer without marine experience. (6)
26. Study in dentistry. (3)
27. Descended with a lamp. (3)
28. Do this to study in detail. (2, 4)
29. Napier is not always so violent. (6)
30. Possible result of lordly elevations. (2, 9)

DOWN

2. The rest of the brethren lacking our railway system. (6)
3. Not a sailor's knot. (6)
4. Rust is one of these. (6)
5. A parallel. (6)
6. This rings a bell. (11)
7. Latest of the line. (5, 6)
9. The little devil! (3)
11. -A blend formed by a hundred Old English extractions from 16 across. (3)
15. Surrounded by 17 across. (5)
16. Softens. (5)
18. Peculiarity, not even a large town lacking a hundred. (6)
19. This was parental until father went away. (6)
20. Mother is ill from this sausage. (6)
21. Choice of adoption before the year dot. (6)
23. Little information can be obtained from the returning Negro who lacks an alternative. (3)
25. One needs to do this at the post for a last minute success. (3)

with other factors to reduce the number of British cars sold in North America. The nature of the trade therefore changed, the accent swinging more towards sports and high-performance cars dissimilar to those produced locally. In the years since these changes have continued but the need to charter tramp tonnage on a large scale has not recurred - the position having been taken up to a great extent by specially designed ships which are chartered on a long-term basis by individual car manufacturers. Therefore, it is unlikely that we will be involved in this trade, certainly on such a scale, in future but at the time it proved, from our point of view, an unusual and interesting period of trading.

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FLEDGLING FLIGHT

As the result of recent chaos on the railways we were persuaded, against our better judgement we might add, to make our first trip by air to the South. Of course we knew that this was a pretty commonplace event to some people but we have always been a bit cautious in our thoughts on travel - for instance the top deck on one of the old Glasgow trams was always considered very risky.

We presented ourselves at Glasgow Airport at the appointed time, feeling rather like a lamb being led to the slaughter, and we were eventually shepherded by an electronic voice through a gate known as C.12 where we were confronted by our 'travel vehicle'. At this point we would have 'chickened out' of the whole adventure but, as the other intending passengers looked quite nonchalant and as there was no other method of reaching London in the time available anyway we allowed ourselves to be swept into the bowels of the growling monster. We must say that we were slightly reassured by the smiling face of a pretty young air hostess, but this was a temporary feeling. We eventually found a window seat and promptly sat down smack on top of the seat-belt buckle. Having got reorganised, we discovered that we only had one half of the seat-belt - the other half being underneath a rather attractive young lady who had by this time sat down in the adjacent seat. From the look we received, she obviously misconstrued our request for the belt!

About this time it was noticed that there was soft music coming over the cabin speakers - surely to lull customers into a false sense of security. One of the young stewardesses now announced over the intercom. that it was time to strap ourselves in and prepare for take-off. She also announced that once we were airborne drinks would be served. This was the brightest moment so far in a fairly sombre evening! By this time we were almost turning on to the runway and, we thought, 'Ah, time for one last tighten of the belt'. Perish the thought! As the aircraft made the final turn on to the runway the pilot obviously opened the throttles for there was an almighty roar, we were given a gigantic push in the back by the seat and seconds later the whole contraption tipped upward at a remarkable angle. A quick glance round our fellow passengers seemed to indicate that this was standard practice and when we then found time to look out it was to discover that we were leaving the ground behind at an incredible rate.

At this point one of the cabin staff asked if we would like a refreshment. Now, we are normally fairly abstemious but we felt that on this occasion a little something for medicinal purposes would not go amiss and we ordered a measure of our National Drink - the Cratur! This

was brought to us in a little miniature bottle and we found great difficulty in unscrewing the top - our palms were moist - no doubt due to the cabin temperature! However, a passing Steward came to the rescue and we felt distinctly better after downing a fair measure. In fact, by this time the experience was becoming quite pleasant and, partly aided by the whisky, we like to believe that we managed quite a relaxed appearance.

Good things don't last: it seemed that no sooner had we become accustomed to the fact that we were at 25,000 feet above the ground in remarkable comfort than the engine note changed and shortly thereafter the dulcet voice advised us to strap ourselves in for the return to Mother Earth. Things began to get a bit disconcerting again, what with constant change of engine noise, movement of the aircraft and noise of wind pressure over flaps and air brakes. You will notice that we have become quite knowledgeable, the result of reading the blurb about our particular aircraft, a Trident, contained in a neat little booklet provided for each passenger which the dulcet voice had suggested we read before take-off - mainly to familiarise ourselves with safety regulations and equipment. We do not think any of our fellow-passengers bothered! At this point we found ourselves wishing that we still had our glass of comfort to help put a brighter outlook on matters but the thought had no sooner passed than, with a gentle bump, we were trundling down the runway at Heathrow.

What a marvellous way to travel! We felt that by the time we reached the top of the gangway steps with our coat slung casually over one shoulder we bore a reasonable resemblance to a seasoned airtraveller. We even thanked the owner of the dulcet voice for a pleasant flight and received an understanding smile as a reward.

Of course, we were completely blasé about the return flight although the odd thing was we were still unable to remove the top from our miniature!

W.A.T.

Notice seen outside roadside tearoom :

" Tea and toilets, separate pots ".

A small boy was overheard telling a friend that there were three men in his life; God, Santa Claus and Dad, in that order!

THE WATCH ASHORE

In the July Newsletter we included an article on The Watch Ashore written by Mrs. R. H. Logan and below we give the response received from her husband!

m.v. "Baron Garioch",

Bound Mourilyan,

15th October, 1967.

I read with interest the article about the Watch Ashore and am in full agreement with the remarks regarding the enjoyment that wives can derive from membership but I feel that a few remarks should have been included showing the Officers' side of the story. As my wife did not ask for my comments before writing her article I have not asked for her's but, no doubt, will eventually receive them.

To date I have not sailed on any ship with anyone whose wife belongs to the same Branch of the Watch Ashore as my wife but I can visualise complications when I do, although the situation could lead to greater harmony on the voyage. Two Officers could become firm friends, arranging to write the same letter home on the same night after having been ashore at the 'Mission' the night before. Of course, this ideal existence can be shattered by a third party (doubtless you have met them) who is a daily letter-writer. Then come the letters - "Mrs. X got five letters and I got only one" - enough said!

Those whose wives have 'signed-up' will notice changes when on leave. You will be expected to arrange NOT to arrive home, telephone home or leave home on a Tuesday night as it will mean that your wife will miss her meeting - unless it's you she misses instead. For those Officers with young families Tuesday is baby-sitting night while others may find themselves playing whist some evening with some of the smartest card-sharps in the guise of sweet old ladies. This latter duty always allows you to meet your wife's friends and to put faces to all the voices and names you have talked to on the 'phone. Other occasions for meeting the members are at childrens' parties where an enjoyable Saturday afternoon can be spent washing dishes and taking wee boys to the bathroom.

I would like to end this letter with a few requests to the Glasgow Ladies who may read it. Will you please address your mail to Mrs. R. Logan, as our local postman thinks Elsie is a widow and I'm her boyfriend. When I answer the telephone please don't ask - "Is that Mr. Logan?" - as I'm wondering who else would answer my 'phone in a male voice. As a final request, please try not to 'phone while the television news is on.

The Hon. Secretary's Husband,

Glasgow Branch.

QUIZ

- 1). What is a 'moose-pasture'?
- 2). What is a Dandy Note?
- 3). How many gallons are there in a Puncheon?
- 4). What is the Day of Toss?
- 5). Which U.S. Presidents were assassinated while in office?
- 6). What is the name of the hospital colony in Gabon, West Africa, founded by the late Dr. Albert Schweitzer?
- 7). How many moons has the planet Mars, and what are their names?
- 8). With what Trade is the term 'thro' and thro'' associated and what does the expression mean?
- 9). Who wrote Lorna Doone and where does the action take place?
- 10). How many bones are there in the human foot?
- 11). Which is the smallest British breed of cow?
- 12). How many reindeer draw Santa Claus' sleigh and what are their names?
- 13). What is a male witch called?
- 14).
 - a). What is a Winged Comma?
 - b). State a quick method of telling a moth from a butterfly.
- 15). Where and what is Dum Dum?
- 16). What should one do for a bad foot?
- 17). What is a Coypu?
- 18). What are Frairie Strawberries?
- 19). What is the name of the highest sheer cliff in Britain and where is it?
- 20). Which is the World's longest mountain range?

DRYDOCKING WITH A DIFFERENCE.

It is a well known fact that ships, by statute and by the very nature of their calling, must pay regular visits to a drydock for a check-up or, perhaps, to have some ill put right. Such compulsion, where humans are concerned, is not usually present, of course, and most people would gladly steer clear of any 'drydocking' but, as in the case of a ship suffering damage, an unscheduled visit to a 'repair yard' sometimes becomes unavoidable.

As far as is known a ship, for all her apparent foibles and contrariness, does not anticipate a drydocking with apprehension - even if this does involve opening-up, dismantling, removal or replacement of some vital parts. However, the same cannot be said of the average human who assuredly looks forward to a period in hospital, whether it be for just a check-up or a major overhaul and repair, with considerable misgivings. Entering hospital does not only entail, perhaps, a major surgical assault upon one's person, but also means becoming part of a different world - in many ways a world that is quite divorced and out of touch with the hum-drum, workaday world outside the hospital gates. This may be cushioned to some extent if fortune smiles and provides a private room in which to suffer in privacy the first pangs of panic but on the other hand fortune, or the nature of the ailment, may decree entering a large ward, full of ailing humanity from a' the airts and overseen by a daunting (but nevertheless efficient) Ward Sister. This latter fate, in particular, can either intensify the seriousness of the root cause for hospitalisation or dull the senses to such an extent that an anaesthetic hardly seems necessary.

The period immediately before and after an operation, the seemingly interminable disturbed nights which make the 5 a.m. call a relief, the endless 'jags', the noise and inability to find any comfortable lying position are best forgotten and it is only some days later that life begins to take on a more natural hue and interest can be shown in the immediate surroundings. This is the period when, for lack of any alternatives, one derives a certain apprehensive amusement from trying, when lying flat on one's back, to wash unaided, except for a basin of warm water perched precariously on the bed table above or to attempt, without dislodging all the stitches, to reach the earphones hanging at the head of the bed and so listen to the musical delights being offered by 'Music While You Work' or 'Record Roundabout'. Progress is measured by, first of all, sitting up and viewing the wall opposite instead of the ceiling above, and then by being disconnected from various 'drips' and other shore facilities. Surprisingly, and painfully, soon after an operation one is hounded out of bed and given the command - 'Walk!' - and then chased around the bed and back or another ordeal is when a physiotherapist

thumps the back with a strength that belies her small stature to induce coughing and so prevent pneumonia, thereby imposing an almost intolerable strain on those stitches. Some time passes before food begins to assume any importance in the scheme of things but, when it does, anxious ears are cocked and eyes directed towards the main door for the first sounds and sight of the food trolley - a marvel of modern technological expertise and under the command of a qualified Dietician, no less! After arrival in the ward this wonder will be plugged in to a wall socket, not to offer soft music, but to keep the food - each helping and each course in a separate compartment - warm. Like well trained circus monkeys, all the inmates of the ward sit, fairly trembling with hungry anticipation, whilst the Ward Nurses, under the temporary command of the Dietician, open the hatches of this hospital 'container-ship' and commence discharge. Each bed-bound inmate, eating-irons at the ready, sits poised waiting for the moment when the metal cover can be whisked off the dish to reveal the succulent fare lying on the plate beneath. Oh! joy of joys, what delectable dish is this, the brain-child of the Dietician and squads of dedicated humanity in the kitchens? No! it can't be, yes! it can be and it is - sloppy tripe and soggy chips! - what an inspired combination! Yells of disapproval, whimpers of disappointment, sobs of sheer disgust, but it is a case of eat up or go hungry. Assuredly, such an admixture of, say, different grades of bunker fuel or lubricating oil would cause some grievous malfunction. However, it would be unkind, and quite untrue, to give the impression that all the courses offered are so incompatible and what many of the meals perhaps lack in 'piquancy' they doubtless make up for in good, solid, digestible nourishment.

Visitors are, without doubt, the highlight of any day for those incarcerated in drydock and the one day of the week when no visitors are permitted can be long and dreary. Visitors mean familiar, friendly faces, contact with a more normal world outside and, may be, gifts! Perhaps these may take the form of flowers and, in a large ward, lucky is the patient who manages to establish a claim to the actual flowers received for, of course, strict sick-room procedure must be observed each night before 'lights out' by the removal of all flowers and plants. This can create a diversion each morning, when the assortment of plant-life is returned to the ward, by each patient endeavouring to lay claim to, we'll say, the colourful vase of roses or crysanthemums instead of a tired bowl of mixed 'herbs' or, worse still, nothing at all. This is where THE plant, a special plant, enters the stage. Its advent resulted in a grim determination to establish undisputed ownership and caused several pulse-rate increases and unauthorised 'hirples' to the far end of the ward (when Sister wasn't looking) to claim possession.

In due course, with blood-count, pulse-rate and temperature somewhere

near normal, one qualified for 'promotion' from the intensive-care ward to a single room. This prospect in itself aroused excitement which was sharpened by the knowledge that 'promotion' involved a journey by wheel-chair to another building some considerable distance away. The great day finally came and no competitor in a road race experienced greater nervous tension! Two 'inmates' were earmarked for promotion that day which, of course, meant two wheel-chairs and two hospital porters to act both as 'master' and 'propulsion unit'. The porters were apparently rivals and the prospect of a race to the lift, situated a long way off along several corridors, was more than they could resist. To the accompaniment of waves and shouts of goodbye the cavalcade moved off, each passenger buried under a pile of blankets, books, clothing, lucozade bottles and topped off, in one case, by THE plant, it having been successfully claimed earlier that morning. It was soon to be bending to the speed-imposed breeze but at the same time it offered some camouflage under which apprehensive features could hide but the blanched features of the rival passenger suggested that he wished he was back in the operating theatre in comparative safety. With stern propulsion units driving their charges down the narrow corridors at a rate of knots, a scene reminiscent of two Mississippi stern-wheelers racing for the same wharf must have been presented. Surprisingly, the lift was reached without serious mishap and the final hazard, successfully negotiated, was a ramp on the ground floor leading out to road level where, a few days before, another less fortunate passenger had 'got away' from his motive power and narrowly missed destruction under the wheels of an ambulance.

After the excitement of the race, the peace, quiet and solitude of a single room was an ideal place in which to recover and, at the risk of sounding stand-offish, it was very pleasant to be left more or less alone with ones thoughts - although those thoughts began, again, to centre around food when on one day of unhappy memory, the seclusion of the room resulted in going lunchless and protests to the Ward Sister (a male 'sister' this time) were only able to produce some rather uninteresting left-overs.

The installation in the private room can be said to be the time when convalescence really began and resulted in due course in departure from the 'repairers' yard'. Although perhaps not looking quite as spic and span as a ship which has just undergone survey, at least it was possible to look forward to a renewed period of 'voyaging', content in the knowledge that, in the regrettable event of further overhaul being necessary, the 'drydock' could be depended upon to carry out an excellent repair.

OUTWARD BOUND TRUST

Probably most of us have heard of this Organisation but fuller details concerning it will be of interest.

The first Outward Bound School - Sea School - was established at Aberdovey on Cardigan Bay, Wales, in 1941. It was founded by Kurt Hahn, until his recent retirement Headmaster of Gordonstoun School, and Lawrence Holt of the Blue Funnel Line to equip boys between the ages of 15½ and 19½ to face up to and cope with the hazards of life and to become active, useful citizens.

Monthly courses for boys from every walk of life were provided in which training was given in seamanship, athletics and cross-country expeditions. Strict discipline, including the prohibition of smoking, was exercised and life-saving in a variety of forms was taught with the result that a purposeful community was forged. So great was the School's success and so remarkable was the demonstration of what could be achieved to influence character in a course of even twenty-six days that the Outward Bound Trust was formed in 1946 to take over the Outward Bound School and, by drawing from its experience, develop what have become known as 'Short Term Schools'.

The training is severe but so balanced that no more is demanded of a boy than he can give. The discipline is stern but it is essentially self-discipline based upon a high conception of honour and of the ability of each individual to overcome his own weaknesses.

The Outward Bound Trust does not seek to become a vast organisation bringing every young person in Britain within its orbit but it has demonstrated what can be achieved by the application of Outward Bound methods. Many organisations, both public and private, throughout the country have profited from its pioneer work and have developed activities inspired by the same principles.

Meantime, the Outward Bound Trust intends to establish sufficient schools to meet the demand for boys' and girls' training which can be efficiently and economically satisfied and towards this aim the Trust now have five schools with capacity to train 4,800 boys a year and in July, 1963 opened its first full-time girls' school capable of training 850 girls a year. Those schools devoted to boys' training are the original Sea School at Aberdovey, the Mountain Schools at Eskdale and Ullswater in Cumberland, the second Sea School at Burghead on the Moray Firth and the Moorland School at Ashburton, Devon. The Girls' School is situated on the Welsh coast three miles north of the Aberdovey School, Merionethshire.

The School courses are based upon certain ideas, the application

of which is possible only when those involved live together as a community and these courses may be summarised as follows:-

- 1). That the country's educational system stands in need of increased opportunities for the development of character.
- 2). That the natural love of adventure in young people should be so directed as to develop the right qualities of character.
- 3). That only by experiencing for themselves the pride resulting from a **job well** done or the satisfaction of a great effort sustained by sheer will power can boys and girls discover their better qualities and feel the urge and inspiration to develop them.
- 4). That self-confidence can be greatly strengthened by the exercise of self-control and by the realisation of improvement in physical and mental agility.
- 5). That if discipline is imposed by those who command respect it will be accepted, welcomed and reproduced.
- 6). That the obligation of service to others can best be inspired by the experience of subordinating self to a greater cause.

In short, that by facing and **surmounting** 'searching occasions' under skilled guidance and by experiencing the sensations involved a permanent impact upon character can be achieved.

The Photo Section includes two photographs taken during these courses.

The Company is actively **considering including these Outward Bound Courses** in the training programme for Apprentices.

Below is a paragraph taken from a letter received by us from someone soliciting our business:

"I am fifty-~~two~~ years old, married father of two fine sons, and a daughter. Presbyterian, member of the Greater ----- Chamber of Commerce, have been a mason for twenty years, member of the Propeller Club of the United States, Traffic Club and other civic organisation".

He received our business!

QUIZ ANSWERS

- 1). A Canadian term for a non-productive oil well.
- 2). A Customs order covering the transfer of goods from a bonded warehouse. (The term is now obsolete).
- 3). 84.
- 4). The day on which a pigeon race commences.
- 5). Four were assassinated :
 Abraham Lincoln, 16th President, shot 15th April, 1865, died the following day.
 James Abram Garfield, 20th President, shot, died 19th September, 1881, several weeks after being fired upon.
 William McKinley, 24th President, shot 6th September, 1901, died 14th September, 1901.
 John Fitzgerald Kennedy, 34th President, shot 22nd November, 1963.
- 6). Lambarene.
- 7). 2 : Phobos (Fear) and Deimos (Terror).
- 8). The Welsh Steam Coal Trade. The term indicates size and describes a mixture of 'colliery screened' and 'colliery small' coal in equal proportions.
- 9). R. D. Blackmore : Exmoor.
- 10). 26 : 7 Tarsal, 5 Metatarsal and 14 Phalanges.
- 11). The Dexter. It originated in the West of Ireland and is classed as a dual-purpose breed i.e. dairy or beef.
- 12). 8 : Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner, Blitzen.
- 13). A warlock.
- 14). a) A British butterfly found in the Midlands and South of England, often in hop-growing areas.
 b) The antennae of a butterfly thicken toward the tips.
- 15). Calcutta's International Airport.
- 16). Limp!
- 17). A small rodent, originating in South America and introduced into England about 1930 to stock fur farms. It is now found in profusion and regarded as something of a pest in East Anglia.
- 18). A name given to prunes by Canadian Pacific Railway construction gangs, who were always served up prunes as a sweet.
- 19). Conachair, 1396 ft. on West side of Hirta, St. Kilda.
- 20). The Mid-Atlantic Ridge - fully a mile deep, 10,000 miles long and separating the Atlantic Ocean into its Eastern and Western Basins.

CROSSWORD SOLUTION

<u>Across</u>		<u>Down</u>	
1.	Roundabouts	2.	Others
8.	Aphids	3.	Nodule
10.	Mimosa	4.	Oxides
12.	Emu	5.	Tropic
13.	Dip	6.	Campanology
14.	Purple	7.	Baron Forbes
16.	Mexico	9.	Imp
17.	Edges	11.	Mix
19.	Rents	15.	Edged
22.	Lodged	16.	Melts
24.	Sapper	18.	Oddity
26.	Den	19.	Rental
27.	Lit	20.	Salami
28.	Go into	21.	Option
29.	Rapine	23.	Gen
30.	By elections	25.	Pip

Mr. John Alexander Gray has been appointed an Assistant Engineer Superintendent as from 1st January, 1968.

Mr. Gray received his early training with David Rowan & Co., after which he commenced his sea-going career on 'Baron Pentland'. He served on various ships of the fleet and latterly was Chief Engineer of 'Baron Macclay'.

PERSONNEL

"BARON FORBES"

MASTER
CHIEF OFFICER
2nd OFFICER
3rd OFFICER
RADIO OFFICER
CADET
CADET
BOSUN
CHIEF STEWARD
COOK
CHIEF ENGINEER
2nd ENGINEER
3rd ENGINEER
4th ENGINEER
4th ENGINEER
JUNIOR ENGINEER
JUNIOR ENGINEER
ELECTRICIAN

W. WARDEN
A. HEPBURN
K. MILLAR
A. C. CLARKE
P. TINDLEY
N. CLARKE
M. SMITH
O. M. ABDI
I. MacDONALD
W. WALSHAW
T. McGHEE
H. OSTERMANN
I. NIBLOCK
G. MacLEOD
J. STONE
J. HOGG
M. MacDONALD
J. GRAY

"BARON INVERFORTH"

MASTER
CHIEF OFFICER
2nd OFFICER
3rd OFFICER
RADIO OFFICER
CADET
CADET
CHIEF STEWARD
CHIEF ENGINEER
2nd ENGINEER
3rd ENGINEER
4th ENGINEER
ELECTRICIAN

G. DOWNIE
J. HUNTER
A. GOODLAD
W. D. MIDDLETON
J. J. McKENNA
D. BETTS
S. YEAMANS
E. VAHER
A. F. MacLEAN
D. ADAM
H. MacPHAIL
A. R. SHAH
R. J. H. PRATT

"BARON KINNAIRD"

MASTER
CHIEF OFFICER
2nd OFFICER
3rd OFFICER
RADIO OFFICER
BOSUN
CHIEF STEWARD
COOK
CHIEF ENGINEER
2nd ENGINEER
3rd ENGINEER
4th ENGINEER
JUNIOR ENGINEER
JUNIOR ENGINEER
ELECTRICIAN

J. TATTERSALL
I. J. BARCLAY
C. A. ROY
J. E. MACKAY
J. WILLIAMSON
W. B. HILL
A. K. DON
J. BRINDLEY
R. E. BRADLEY
J. M. SUTHERLAND
J. HENRY
P. DORRIS
A. GALLAGHER
G. T. ARBUCKLE
T. A. BROMLEY

"BARON MACLAY"

MASTER
CHIEF OFFICER
2nd OFFICER
3rd OFFICER
RADIO OFFICER
BOSUN
CHIEF STEWARD
COOK
CHIEF ENGINEER
2nd ENGINEER
3rd ENGINEER
4th ENGINEER
JUNIOR ENGINEER
JUNIOR ENGINEER
ELECTRICIAN

G. TOWERS
G. REYNOLDS
J. KANE
D. C. VEITCH
P. G. CASSIDY
F. D. ALI
A. SISI
J. FITZGERALD
W. A. SADDLER
T. CAMPBELL
R. C. MacLEOD
W. J. MacDONALD
J. B. CAMPBELL
D. COYLE
J. MacLEAN

"BARON PENTLAND"

MASTER
CHIEF OFFICER
2nd OFFICER
3rd OFFICER
RADIO OFFICER
CHIEF STEWARD
COOK
CHIEF ENGINEER
2nd ENGINEER
3rd ENGINEER
4th ENGINEER
5th ENGINEER
JUNIOR ENGINEER
ELECTRICIAN

P. TURNBULL
G. H. KELLOCK
J. R. C. PETERSON
A. WEIR
R. J. T. HEMMINGS
W. BAGE
A. S. SUTHERLAND
A. H. EDDY
W. LAPSLEY
E. McAULEY
J. M. STEWART
E. BURNS
R. B. SMILLIE
W. DOCHERTY

"BARON WEMYSS"

MASTER
CHIEF OFFICER
2nd OFFICER
3rd OFFICER
RADIO OFFICER
BOSUN
CHIEF STEWARD
COOK
CHIEF ENGINEER
2nd ENGINEER
3rd ENGINEER
4th ENGINEER
JUNIOR ENGINEER
JUNIOR ENGINEER
ELECTRICIAN

C. A. JONES
O. L. THOMAS
J. MORRISON
K. J. LOGAN
T. G. THOMPSON
J. R. NORDEN
T. H. EVANS
W. THOMSON
R. POVEY
G. S. STEVENSON
W. McLAREN
D. K. CARMICHAEL
W. BUCHANAN
D. J. SMITH
A. J. NORTHINGTON

PERSONNELON LEAVE

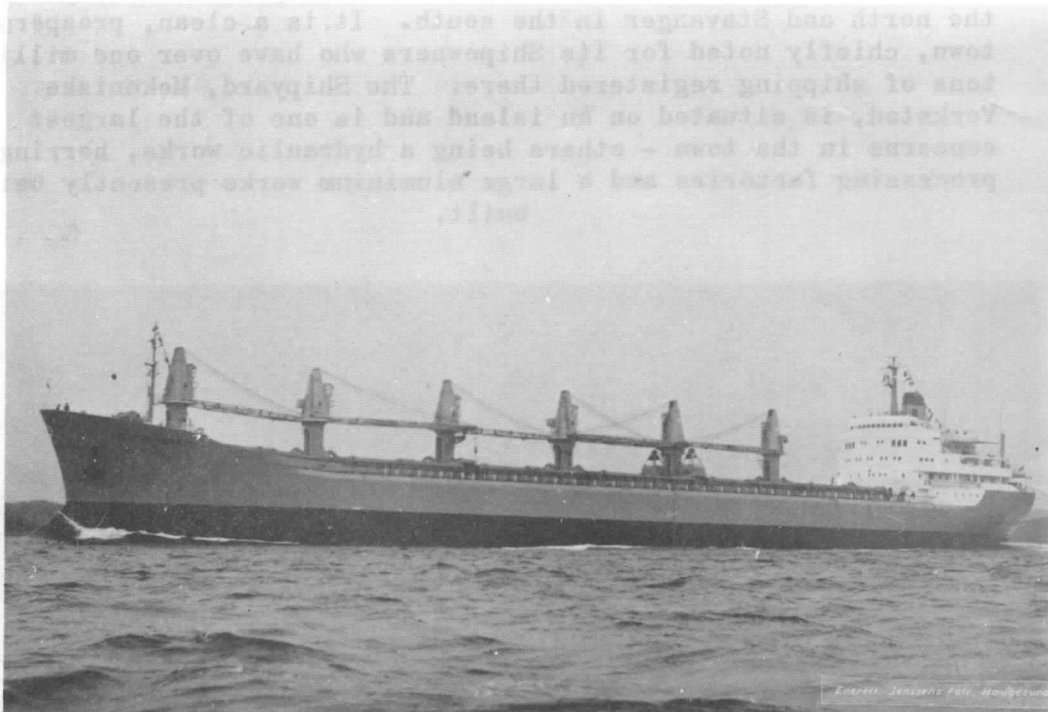
CAPTAIN	J. R. L. CAIN
CAPTAIN	I. MACKAY
CHIEF OFFICER	W. M. ROSS

SICK

CAPTAIN	J. D. MINARDS
CAPTAIN	T. B. McLEOD
CHIEF OFFICER	S. C. GORDON
3rd OFFICER	T. R. COWELL
CADET	R. DUNCAN

STUDYING

2nd OFFICER	W. GREATOREX	(for Master)
3rd OFFICER	J. MAIR	(for 2nd Officer)
CADET	A. T. KEMP	(for 2nd Officer)
CADET	B. CALAM	(for 2nd Officer)



m.v. "Baron Forbes" running Acceptance Trials off
Haugesund - 21st. October,
1967.



View forward from the Bridge.
(This was, in fact, taken on board Lyle Shipping Company's "Cape
Clear", very similar in most respects to "Baron Forbes".)

Haugesund, where "Baron Forbes" was and No. 34 will be built, is situated on Norway's west coast almost midway between Bergen in the north and Stavanger in the south. It is a clean, prosperous town, chiefly noted for its Shipowners who have over one million tons of shipping registered there. The Shipyard, Mekaniske Verksted, is situated on an island and is one of the largest concerns in the town - others being a hydraulic works, herring processing factories and a large aluminium works presently being built.

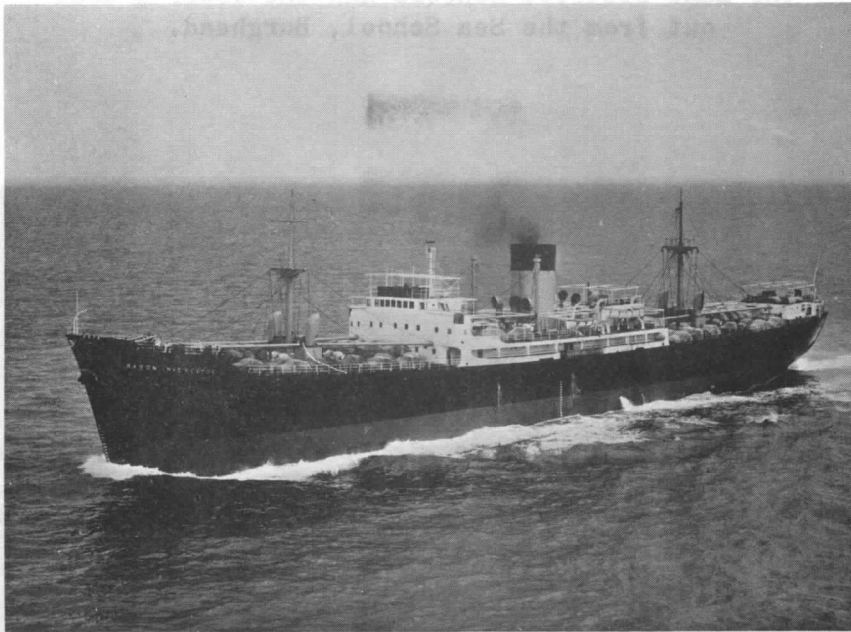


Haugesund : Shipyard top left with Karmøy in background.

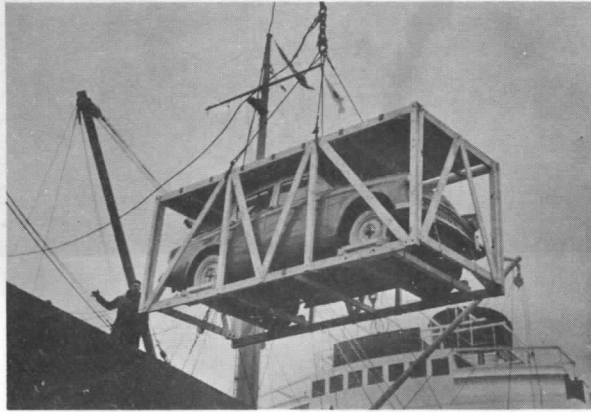


Haugesund : Shipyard out of picture to left of bridge.

The Carriage of Cars.



s.s. "Baron Inverclyde" en route from Gothenburg to Los Angeles and San Francisco May, 1960 with a cargo of Volvo cars.



Car in Expendable Open Crate being loaded on board a 'Baron' ship. (Could this be the H-----n already referred to?)



s.s. "Baron Berwick" at London February, 1963 after collision (note cars).

Photographs taken during Outward Bound Courses.
The upper picture would appear to be near one of
the Lake District Schools and the lower a boat
out from the Sea School, Burghead.

