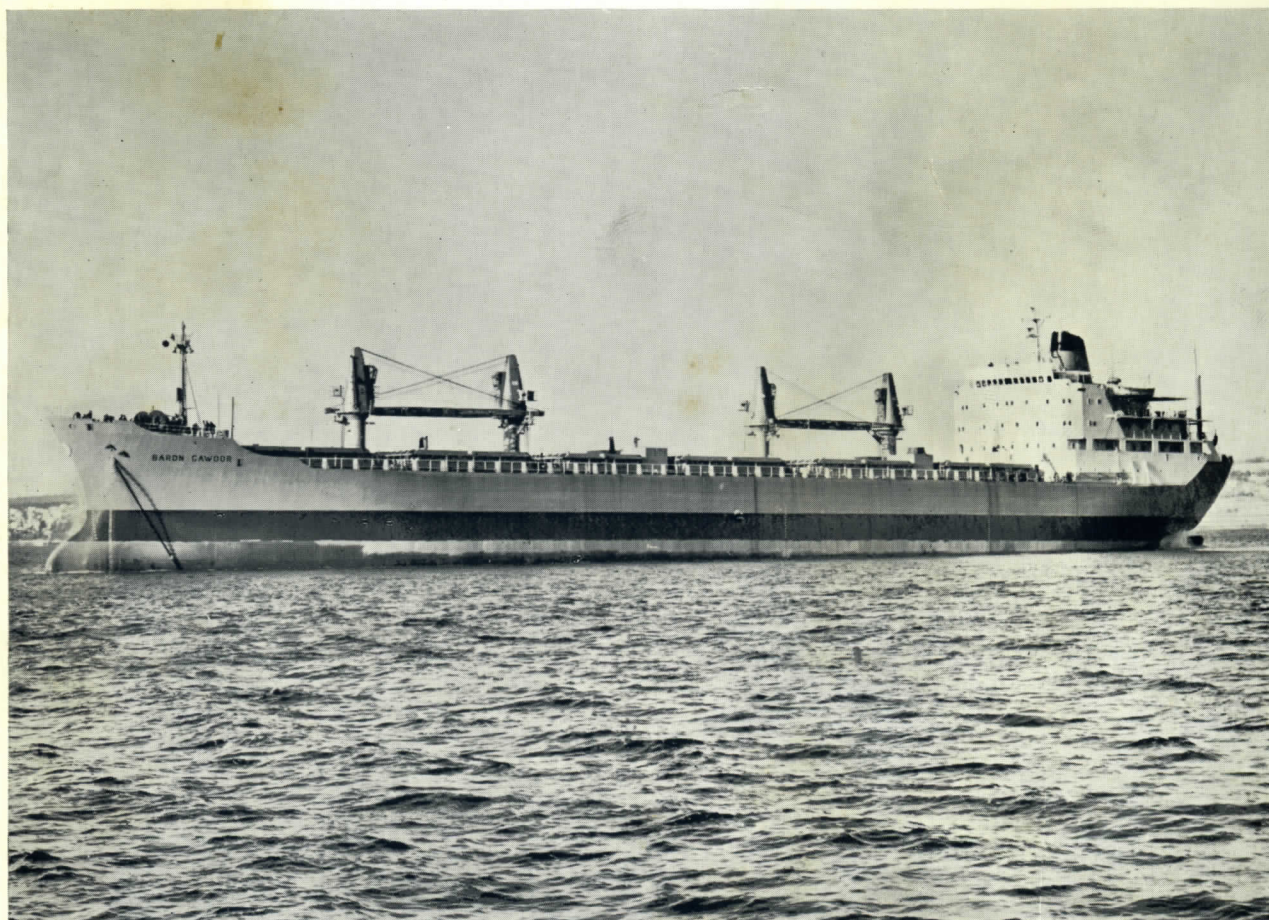


H. HOGARTH & SONS LTD.

NEWSLETTER



m.v. "BARON CAWDOR"

Change is, and always has been, a dominant factor in human endeavour and nowhere has this been more evident in recent years than in the Shipping Industry. We, as a Company, have of course been involved in continuous change - the disposal of the older 'conventional' type of ship and replacement by the modern bulk carrier is but one aspect of this change. Changes such as that are fairly gradual and it is, therefore, a comparatively simple matter to adapt to the changing pattern.

However, a more fundamental and far-reaching change is about to take place, the result of a decision by the Boards of Directors of H. Hogarth & Sons Ltd. and Lyle Shipping Co. Ltd., to form a Joint Management Company to be known as Scottish Ship Management Limited, the Share Capital of which will be held in equal parts by the two Parent Companies. For some years now Lyle and ourselves have been co-operating in chartering and other spheres of ship operation and it is strongly felt that the formation of a Joint Management Company will result in considerable advantages to all concerned. The principal one is that on an international market a large fleet will always have an advantage over a small one both in the influence which can be exerted on Charterers and in the sheer efficiency and economy with which it can be operated. The ships of each fleet will continue to be owned by the respective Parent Companies as in the past and will trade under their present names of 'Barons' and 'Capes' although the Management Company will have its own House Flag which all the vessels will fly. However, the present House Flags, which are so well-known to us all, will not disappear for they will continue to form part of the bow crest carried by each ship.

The Directors of the Management Company will be Messrs. J. P. Walkinshaw and W. M. Scott from Hogarth and T. S. Shearer and H. A. Walkinshaw from Lyle and the Staff of the new Company, both shore and sea-going, has been drawn from the present Staffs of the Parent Companies.

It is expected that all operations under the new arrangements will commence on 1st. May, 1968 from adjacent premises at 40 and 48 Buchanan Street, Glasgow, C.1.

Such a change will bring problems but it will also bring new and wider opportunities, not least for sea-going personnel with more openings for promotion to those who show merit and who identify themselves with the new Company's progressive policies and there is no doubt that with co-operation and a forward-looking attitude on the part of everyone problems will be overcome, progress will be assured and the change will result in benefit to all.

The new Company is well equipped to prosper and it will start operations with our best wishes for success.

Mention has been made in the foregoing of Scottish Ship Management's House Flag and a description of it will undoubtedly be of interest.

It will be blue (the shade of blue being that of the present Lyle House Flag) with a red band (the shade of red being that of the present Hogarth House Flag) top and bottom. On the blue field, in the middle of the flag, will be a white roundel in which will appear, interwoven, a red 'H' and blue 'L'. In addition to flying the new House Flag, all the ships will continue to fly the St. Andrew's Cross.

The Newsletter in its present guise will disappear but its place will be taken by a 'combined' publication which should find a wider readership and, we hope, cover an ever-increasing field of interests although this will continue to depend to a large extent upon readers providing the necessary material.

Our Chairman, Mr. Hugh Hogarth, has been elected Chairman of the North of England Protecting and Indemnity Association Ltd., Newcastle-on-Tyne, with effect from 20th. February, 1968.

HEAD OFFICE : RETIRAL : Archibald McNair

Mr. Archie McNair retires on the 30th. April. He joined the Company in 1919 as an Office Boy and subsequently was appointed to the Lisbon/Huelva and Agency Department. After that, for a number of years, he was responsible for Disbursements Accounts, Foreign Credits, etc.

In 1946 he succeeded Mr. Ian Donald as Chief Stores Superintendent, a position he has held ever since.

For years he was a keen player, as well as referee, of men's hockey and his hobbies are gardening, golf and bee-keeping. It has also been rumoured that he once owned a motorcycle, but the association apparently ceased after an accident resulted in a broken leg and six months 'holiday' (on full pay, less insurance!).

One of his last engagements prior to retirement was a coastal trip on "Baron MacLay" from the Clyde to the Tyne, northabout. This took place during the weekend 15th/17th March and it was unfortunate that the good weather which we had experienced just before these dates gave way to more 'usual' weather - the passage being accompanied by gale-force winds. This resulted in a sea described by Archie as 'a bit choppy' !

As our Chief Stores Superintendent, Archie McNair is widely known throughout the fleet and he has a host of friends, both ashore and afloat, all of whom are going to miss his company and his unique blend of humour which has lightened many a dull occasion. Certainly, the Office will not be the same without him and it is worth noting that

with Mr. McNair's retirement there are now no members of the Staff left who have served the Company from the old days when the Office was in St. Enoch Square.

We take this opportunity of wishing Archie a long and happy retirement and, while his departure is going to leave a serious gap we do hope that he will pay us an occasional visit.

The Company greatly appreciates the loyal and devoted service Mr. McNair has given for so many years and the high standard which he has always maintained in his Department.

LONDON OFFICE

With the formation of Scottish Ship Management Ltd. it has become necessary to streamline chartering arrangements in London and, resulting from the conversion of the fleet to bulk carriers with their suitability for long-term contracts, it has been becoming increasingly apparent that the amount of actual broking in London is being steadily reduced.

It has therefore been decided, with great reluctance, that our London Office will cease operations on 30th. April, 1968 when the majority of the Staff will transfer to John Kilgour & Co. Ltd. and, on about the same date, that firm will move into our present premises at Creechurch House. Mr. A.E. Halliday and Mr. D. Brant, Directors of Hogarth, Sons & Co. Ltd., will join the Board of John Kilgour and we look forward to doing business with them on many occasions.

Hogarth, Sons & Co. Ltd. was formed in 1919 and over the years has carried out practically all the chartering for the ships of the fleet, as well as a considerable amount of chartering on behalf of The Tharsis Sulphur and Copper Co. Ltd. and foreign owners, prominent amongst these being Mr. Ant Topic of Olga Steamship Co. Ltd., and in addition has attended to agency matters when any of the ships visited London. It is, therefore, very regrettable that with changing conditions the Company must cease to operate and that certain redundancies will inevitably result.

We take this opportunity of expressing our thanks and appreciation to all those who have over the years served in our London Office and we offer to them our very best wishes for the future.

HEAD OFFICE : NEWS

To take the place of those Typists who have left, Miss Yvonne Jack and Miss Jacqueline Preece joined the Staff on 25th. March and Miss Marie Moffat on 1st. April. Robert Kerr joined the Staff on 1st. April and has taken up his duties at the Boys' Desk.

The Annual Office Golf Outing will take place on Friday, 19th April. This year play will be over the Helensburgh Course and another pleasant outing is anticipated. If the weather is as kind as last year a really happy get-together is assured.

This year the Office is again fielding a team to participate in the Football Cup, organised by the Glasgow Shipowners' Recreation Club.

We are again joining with Lyle Shipping Co. Ltd. to field a team and in addition John G. Borland & Peat Ltd. are linking up with us. The team 'pool' from which we will form our team is made up as follows :

Hogarth : Messrs. Bartke, Burton, Dock, Halliday, Herron,
Houston, Irving, Kerr, Picken and Robertson.

Lyle : Messrs. Doig, McLeish and McMillan.

Borland & Peat : Messrs. Gregg, McAlister and McNeill.

The teams we will be meeting are substantially the same as last year and the first game is an 'away' against City Line - to be played by Friday, 26th. April. The next will be a 'home' against Roxburgh/Henderson/Constantine which must be played by Friday, 3rd. May. Another 'away' against Escombe McGrath will be the third match and will be played by Friday, 10th. May and the fourth is a 'home' match with Clyde Port Authority, to be played by 17th. May. The Semi-Finals must be played by the week ending 25th. May and the Final on Monday, 3rd. June.

The team has been training at Nether Pollok and on Wednesday, 27th. March it played a match against Lep Transport on that ground. We were beaten 4 - 1 but, no disgrace, for during the latter part of the second half our team looked the fresher and were in fact doing most of the attacking.

We wish them well in their matches and hope to give a report in due course.

FLEET NEWS

"BARON CAWDCOR" In accordance with expectations sailed from Horten on her maiden voyage on 2nd. March and after loading phosphate at Tampa for discharge at Fremantle and Bunbury is expected to arrive Fremantle on or about the 22nd. April. We hope that she will sail from Bunbury about the 30th. April when she will shift to Port Pirie and there load zinc or lead concentrates for Avonmouth or Swansea. As the ship will have spare immersion sailing from Port Pirie we are looking into the possibility of her lifting a parcel of concentrates at Walvis Bay during the homeward run. On completion in the Bristol Channel the ship will carry out a similar round - Tampa/Australia or New Zealand and Port Pirie/Avonmouth or Swansea.

"BARON FORBES" Sailed from Port Lincoln (where she discharged a Port Sutton phosphate cargo) on 3rd. April and subsequently arrived at Napier to load pine logs for Japan - it is anticipated that up to ten days will be required for loading. The Japanese discharging port has not yet been declared. After Japan the ship will ballast across to British Columbia to load her second packaged lumber cargo for U.S.N.E. or U.K. under Time Charter to Seaboard Shipping Company. After completing discharge of the lumber cargo she will carry out another similar Pacific round - Tampa/Australia or New Zealand with phosphate, Napier/Japan with logs and B.C./U.S.N.E. or U.K. with packaged lumber on Time Charter.

"BARON INVERFORTH" Is expected to sail from Marmagoa on or about the 18th. April with a cargo of iron ore for discharge at Wakayama, loaded under Time Charter to Mitsui-O.S.K. Lines - the ship to be redelivered from Time Charter at Wakayama. After that, she will be taken on Time Charter by K.K.K. for 11 - 13 months trading.

"BARON KINNAIRD" Arrived at Moji on 31st. March with a cargo of potash loaded at Long Beach, thereafter shifting to the other two discharging ports, Osaka and Yokkaichi. It is estimated that about eleven days will be required at the three ports. Mr. J. Currie, Assistant Engineer Superintendent, is visiting the ship during discharge to supervise voyage repairs. On completion at Yokkaichi the ship will clear for Mackay or Townsville where a cargo of bulk sugar for Japan will be loaded. She has not meantime been fixed beyond Japan.

"BARON WEMYSS" Arrived at Hong Kong on the 31st. March with a cargo of Mackay bulk sugar, discharging prospects being 12 to 14 weather-working days. On completion she will undergo special survey at the Taikoo Dockyard which is expected to take about 18 working days. Mr. Currie will be in attendance during the survey period.

"BARON MACLAY" Has been sold to the Artagan Shipping Co. Ltd. of Monrovia and renamed "Artagan". She was handed over to her new Owners at South Shields on the 20th. March.

"BARON PENTLAND" Was handed over to her new Owners, Rio Pardo Cia./Nav., S.A., Panama, at London on 1st. February. She has been renamed "Aghios Nicolaos".

The January Newsletter included a reference to the transfer of Mr. T. R. Cowell, Third Officer, from "Baron Forbes" to the U.S.C.G. "Inghan" which then conveyed him to Bermuda for hospital treatment and the Photo Section of this number includes a snap taken by Captain Warden from the bridge of our ship during the transfer.

The AMVER Bulletin for December, 1967 carries an account of the transfer and mentions that normally the "Inghan", or other cutter on station, would have relayed medical advice for the patient but in this case, as she was the nearest ship to "Baron Forbes" with a doctor and in any case was to be relieved on station (Ocean Station Echo) by the cutter "Absecon" within eight hours, permission was granted by the Commander, Eastern Area, U.S.C.G., to remove Mr. Cowell and take him to Bermuda.

The January Newsletter also contained some comments about "Baron MacLay's" rescue of the crew of the Japanese fishing vessel "Seiki Maru No. 15" which was burning (and subsequently sank) 625 miles west of Honolulu. The January number of AMVER Bulletin gave the incident

considerable coverage, stating that when the original request for assistance was sent out the "Baron MacLay" was the nearest of seven ships in the area. An aircraft which had been despatched was first on the scene, dropping two Paramedics and life-saving equipment. In addition to our ship diverting to render assistance and the aircraft remaining in the vicinity to observe and direct, another 'plane was held in readiness at Midway Island in case further help was required and the U.S.S. "Reclaimer" was diverted towards the "Seiki Maru No. 15". Later, the aircraft on the scene was relieved by the machine from Midway and shortly after this our ship arrived and commenced rescue which involved picking up twenty-four persons from one life-raft, two of these being the Paramedics, and four from two others. After the rescue, our ship rendezvoused with the "Reclaimer", transferred the Paramedics, and then resumed her voyage to Japan. In his report Captain Towers says that the Paramedics were dropped by parachute in the vicinity of the burning vessel and carrying, amongst other gear, a radio and 68 lbs. of medical supplies. As they had landed in the sea some distance from the casualty they discarded their parachutes and swam to the Japanese ship.

In the Photo Section will be found a picture taken during the ceremony held on board our ship when the Japanese authorities thanked Captain Towers, his Officers and crew for their efficient rescue of the fishermen and made presentations.

It is comforting to know that, in the unfortunate event of illness or accident at sea, such effective assistance can be readily on hand.

Some readers may be wondering what the title AMVER stands for. It is composed of the first letter or letters of Automated Merchant Vessel Report which is a system operated by the U.S. Coastguard to provide aid for the development and co-ordination of search and rescue efforts in the off-shore areas of the Atlantic, Caribbean, Gulf of Mexico and Pacific. Merchant vessels of all nations making off-shore voyages are encouraged to send, voluntarily, movement and position reports to the AMVER Centre at the Coastguard Headquarters in New York via selected radio stations. These reports are collated and it is then possible to determine what vessels are in a given area should assistance of some sort be required.

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No trousers, no socks,

No money :- no matter

(Mandarin jingle)

m.v. "BARON CAWDOR".

The "Baron Cawdor" left Horten early in the morning of 20th. February to commence her Technical Trials and the first stage of these were completed en route to Sandefjord where the ship's underwater hull was cleaned and painted in the floating dock belonging to Framnaes Mek. Vaerksted A/S. She drydocked late in the afternoon of the 20th. and sailed during the morning of the 22nd. for the measured mile off Fredrikstad to run speed trials and to complete the testing of other equipment. The Trials were quite satisfactory and on the measured mile the following results were obtained - each being the mean of a double run :-

- 1). At 95 r.p.m. - 4330 B.H.P. - 13.667 knots.
- 2). At 110 r.p.m. - 6725 B.H.P. - 15.701 knots.
- 3). At 123 r.p.m. - 9675 B.H.P. - 17.037 knots.

During the Trials there was some wind from the north-west but the sea was calm and although the sun shone brightly the average temperature was about 10° C. below zero!

The ship returned to Horten during the afternoon of 22nd. February and, as when leaving on the 20th., had to push her way through a considerable area of ice about two inches thick in the vicinity of the Yard.

During the ensuing week the finishing touches were attended to and when we took delivery at 2.10 p.m. on the 29th. February the ship was as nearly finished in every detail as any new ship is ever likely to be. The Building Contract stipulated "For delivery during the first quarter of 1968" which means that Marinens Hovedverft still had a month in hand but, in fact, some months previously they had indicated delivery on 1st. March. Certainly, a very fine effort. (But for 1968 being a Leap Year, it would have been March 1st.!).

On a further run over the measured mile on 29th. February a mean speed of 16.82 knots was attained and first prize in the sweepstake went to Captain T.R. Baker of Lyle Shipping Co. Ltd., one of the guests. Captain Baker will command "Cape Wrath", "Baron Cawdor's" sistership, presently fitting-out at Horten.

The Technical Trials were attended by Mr. Hugh Hogarth, Mr. J.M. MacLeod and Mr. W.M. Scott and among the guests was Mr. H.A. Walkinshaw, one of the Directors of Lyle Shipping Co. Ltd. Mr. J.P. Walkinshaw and Mr. Scott were present at the Delivery Trial and the ship was handed over to us by Mr. M. Langballe, Managing Director of Marinens Hovedverft.

One of the visitors to Horten during the Delivery Trials has been kind enough to give a personal account of his visit to the ship's birthplace :

The visit to "Baron Cawdor's" final Trial certainly had an inauspicious start. A tailor-made fog bank neatly covered Glasgow Airport (Abbotsinch) and even the optimistic comments of the Vanguard's Captain were somewhat thin after two hours immobility on the tarmac. An even more optimistic Viscount which had taxied out onto the runway in a blatant attempt to be first in the take-off queue came slowly, and somewhat sheepishly, back to its berth and quite obviously the time had come to try elsewhere.

After a further wait a 'bus from Edinburgh arrived and within half-a-mile the gloom was replaced by brilliant sunshine and blue skies. At Turnhouse no-one seemed to have heard of frustrated Glasgow passengers but, after demands for action, a 'plane was produced and off we went with only a faint hope of catching the Oslo flight. Fortunately, the Norwegian aircraft had also had its troubles and was an hour late so, from our point of view, all was well but later, on arrival at Stavanger, news came through that Oslo Airport was closed by fog : however, on arrival over that city the Pilot skilfully found a cloud gap and made a smooth landing.

First impressions were of an icy Norwegian night with snow everywhere but, when one got used to it, the cold seemed preferable to the damp chill of a Scottish winter. Not much could be seen during the ninety minute drive to Horten - only endless regiments of trees shrouded in frost and snow with the occasional wooden house, brightly lit, in a clearing or snowy field. The metal studs fitted to the car tyres appeared to be remarkably effective for the tail of the vehicle did not 'waggle' once during the run alongside the fjord.

The next day mist covered the sea - conditions which were to persist throughout the visit - and the day started with a call at the Builder's offices, followed by an inspection of the ship when conversations with the Staff who had been standing-by "Baron Cawdor" soon indicated that all had enjoyed their stay at Horten. That evening there was an invitation to have dinner with the British Vice Consul, Mr. Carsten Bruun, a well-known Tonsberg Shipowner, who had been most helpful in attending to the many formalities essential to the registration of a British ship built in Norway.

Thursday was foggy - so much so that it seemed doubtful if the ship would leave the berth but the Pilot, like Barkis, was willin' and after the guests had been greeted by Mr. Langballe and the Directors of our Company we cast off and the ship moved slowly through the ice floes into open water. This was very much a radar-controlled Trial, the shores of the fjord being invisible, with only an occasional

ghostly island sliding into view and then almost immediately being swallowed up in the murk. However, unsuitable weather or not, any function organised by our Norwegian friends soon comes to life and nothing could have been more cheerful than the saloon, mess-rooms and, of course, the superb bar on "Baron Cawdor". The Trial soon demonstrated that our new vessel is a fine addition to the fleet - both in workmanship and in performance.

We were particularly honoured to have on board distinguished representatives of the Norwegian Navy, including Kontreadmiral Holthe, who is NATO Commander in the North and who thus has close links with our own Royal Navy, Kommandor T. Gulbrandsen, who is in command of the Norwegian Naval Base at Horten and Kommandorkaptein O.A. Aslaksrud, Norwegian Naval Attache Designate in London.

In the evening there was a dinner at the Grand Hotel, Horten, when the Company Directors acted as hosts to Mr. Langballe and leading personalities of the Horten Yard and during which tribute was paid to the fine qualities of our new ship and to the unstinted co-operation from the Builders which had ensured that "Baron Cawdor" is in the forefront of the new generation of bulk carriers.

Fortunately, the weather the next day for the journey home was reasonably fine, although mist still clung in the trees, and the drive back to Oslo gave an opportunity to admire the stillness and beauty of the snow-covered countryside. A particularly interesting feature was the sight of tiny figures, away out on the frozen fjord, busily fishing through holes in the ice and it was almost automatic to contrast this wholesome outdoor life - so typical of Norway - with the drab, restricted surroundings of vast industrial areas.

So, back to London in the competent care of S.A.S., the Scandinavian airline, with a real pang of regret that with the sailing of "Baron Cawdor" from Horten on her maiden voyage to Australia our connection with this small, pleasant town on Oslofjord came to an end.

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THE JANUARY HURRICANE

Most of our seagoing readers have probably experienced, perhaps are even quite blasé about, hurricanes but the same claim certainly cannot be made by the majority of landlubbers so the hurricane suffered by Central Scotland in general and the Clyde area, including Glasgow, in particular during the night of 14th/15th January last came as a very rude shock.

Fortunately, storms of such severity are seldom experienced in these parts - those wise in the wiles of the weather say one occurs, on average, about every twenty years (in which case one at least is

going to be a long way from Glasgow in January, 1988!) - for the sheer power of the wind can be frightening. In this January storm the material damage and, what was worse, the loss of life was very severe and a drive through the streets of the city after calm had returned was reminiscent of the aftermath of a war-time blitz - damaged roofs, piles of rubble, fallen wires, crushed cars and felled trees. The loss of life and the damage are to be deplored and the feeling persists that much of Glasgow's older property, although visibly unaffected, might have been seriously weakened and therefore in no condition to withstand another heavy 'blow'.

Even a war-time blitz occasionally had its lighter side which resulted in some amusing 'bomb stories'. Inevitably, the same thing has happened in the case of the hurricane and for days after the storm the main theme overheard in buses, trains and shops seemed to be centred around personal experiences, each one more hair-raising, blood-curdling or amusing than the last. Some, obviously, were the fruits of a vivid imagination or a severe fright but there were some which could be established as factual. One of these which springs to mind involved 'twa dugs' - large ones - which were sleeping peacefully in their sizeable kennel behind a farmhouse on the north bank of the Clyde when, at the height of the storm, they found themselves and their kennel airborne and, in fact, achieving a flight of some considerable distance (Flight No. K.9 ?) over a hedge followed by a rough, but safe, landing in a field some way behind the house. There they were found by their owner later in the morning badly shaken and scared stiff but otherwise undamaged!

There was also the authenticated tale of a man, awakened by the storm and worried about his new car parked outside who got up and prudently donned his war relic, a tin hat, for protection against flying slates before going out to check if the car had been blown away. No, it was still there, trembling in the wind but quite unharmed so its relieved owner turned to go back to the house and as he did so the helmet blew off and went straight through the car's windscreen !

While even a storm of this magnitude has its lighter side, it was in many instances a tragedy and the hope must be expressed that the extensive damage will be put right before too long and that there will not be another disaster like it.

Following upon news of some ex-Ministry ships in the October Newsletter, the fate or whereabouts of some ex 'Baron' ships might be of interest:

"Baron Ailsa" It was mentioned elsewhere in the October Newsletter that this ship commenced life as the "Empire Harcourt", becoming the "Baron Ailsa" in 1946. When we sold her in 1955 to Wm. H. Muller Co., N.V., Rotterdam, she was renamed "Iberia" and carried this name until 1962 when she came under the ownership of Tankers Finance Corporation, a Greek concern, and given the name "Cycladiki Doxa". It was reported in February, 1965 that they had sold her to Cia. Maritima Sarita S.A., another Greek company, who named her "Mount Sinai", and she is still sailing with that name.

"Baron Douglas" We sold this ship to Acrux Compagnia Navigazione, Palermo, in March, 1957 who named her "Acrux". In 1963 she was again sold, this time to Union Commercial Steamship Co. of Lebanon and given the name "Harmonia". She remained in their ownership until September, 1965 when she was bought by Giovanni di Maio, Torre del Greco, Italy, and renamed "Angelo di Maio". She is still trading with that name.

"Baron Elibank" This ship was also referred to in the October issue, being launched as the "Empire Ransom" and then becoming the "Baron Elibank" when we purchased her in 1946. When we sold her in 1959 to Empros Lines Shipping Co. Ltd., Piraeus, she was renamed "Armenistis". Her owners' title is now Empros Lines Shipping Co. Special S.A. and the ship is listed in the current Lloyds Register.

"Baron Glenconner" This ship, sold by us in 1963 to Ilissus Marine Corporation of Liberia and renamed "Zita", has again changed hands. In December, 1965 she was sold to the Taiwan International Line, Ltd., Formosa, and renamed "Kuo Yang". She is still trading - being listed in the latest Lloyds Register.

"Baron Inchcape" We sold this ship in July, 1963 to Naxos Shipping Corporation of Monrovia, Liberia, who gave her the name "Maria Voyaides". It was reported in July, 1965 that they had sold her to the Afro-Asia Shipping Co. Ltd., also Liberian, and renamed "Afrosia". She is still owned by that company and sailing with this name.

"Baron Yarborough" In January, 1955 we sold this ship to Algol Compagnia di Navigazione S.P.A., Palermo, who named her "Algold". In 1956 this name was shortened to "Algol" and on 19th November, 1964 the ship arrived at La Spezia to be broken-up.

"Baron Ogilvy" Was sold by us in 1963 to Comercio Compania Naviera, S.A., Monrovia, and handed over to them at Antwerp on 7th November that year when she was given the name "Romeo". It has been reported that these Owners sold her last September to a Greek concern, Santa Anastasia Compania Navigacion, who have renamed her "Aghia Anastasia".

As in the case of the ex Ministry ships' news, we are indebted to Marine News, journal of the World Ship Society, for some of the foregoing information.

The following observations on the shape of the world were written some years ago by Mr. Ian D. Campbell, who latterly sailed with us as Chief Officer on "Baron Geddes". We feel that Mr. Campbell would have no objection if his immortal lines were dedicated to The Flat World Society!

Lang years afore this place was built
In days when muckle bluid was spilt
An' men who shoutit new beliefs
Wur clapt in jile wi' rogues an' thieves.
The teachers said the heavens birrled
In daily swing aroon this wuld
An' said its shape was like a plate
That floatit a' an awfu' hait,
An' some said this an' some said that
But a' agreed the wuld was flat.

Whaur Christopher Columbus lived
The folk were fair fed up an' deered
Tae hear him threepin' thru' the toon
"The wuld's no' flat - it's nearly roon!"
A man could get tae Mandalay
By sailing West the ither way.
Ah'm aff tae see the King the nicht
Ah'll get a boat an' prove Ah'm richt!"
The Provost said - "I know the King
And in the morn I think you'll swing".

The King an' Queen wurr baith at hame
When C. Columbus, Esquire, came.
His story garred them roar an' laff,
The King said - "Man, ye'd tum'le aff!
The wuld's no' bordered wi' a hedge,
Ye'd jist gae scliffn' aff the edge!
Besides, Ah'd lose the boat n' crew -
Ah think Ah'd best jist hing ye noo".

But Bette the Queen said - "Bide a wee,
There's maybe islands ower the sea.
Ye've plenty done, auld boats the noo
An' a' yer jiles 're teemin' fu' -
Gie him a wheen o' rogues n' slaves
Tae keep him happy oan the waves.
We've a' tae gain suppose he's richt
An' even tho' he's oot of sight
He's sure tae keep them a' afloat,
Or else the crew'll cut his throat!"
The King said - "Richt, as sure's yer born
Columbus Boy, ye'll sail the morn!"

For weeks they sailed across the main,
Through calm and storn and pooring rain.
They kept the sails a wee bit furled
Fur fear they'd scliff richt aff the wuld.
An' aye the cook (a bad auld sinner)
Wud holler oot as he gied 'em dinner -
"A' hauns had better say their Grace
Fur oan the morra ye'll be cot in space!"
An' as the nicht grew grin an' black
The Mate was aye fur turnin' back.
But brave Columbus widnae rest
An' shoutit oot - "The coorse is West!"

Ane day a sailor up the mast
Yelled oot - "Ah see the land at last!
It's richt ahead an' awfu' high,
Ah think it's either Mull or Skye".
Columbus danced an' laffed wi' glee -
"It must be India fur sure" said he -
"Ah've come victorious oot the test,
Ah kent we'd reach it sailin' West!"

But Christopher was sair deceived,
The land was no' what he believed.
But still, his theory sure was soun'
Fur noo folks say the wurld is roon.
Well folks, Ah dinnae ken masel'
Fur what's the truth is hard to tell.
But this Ah'll say - "Ah've travelled wide,
Aye, e'en as far as West Kilbride
An' aince tae Brodick fur a sail
An' Ah'm here yet tae tell the tale!"

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Have you 'herd' these Definitions?

- Socialism : You have two cows and give one to your
neighbour.
- Communism : You have two cows, the Government takes
them both and gives you the milk.
- 'Dictatism' : You have two cows, the Government takes
both and sells you the milk.
- Capitalism : You have two cows, you sell one and buy
a bull.

Anon.

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A recent report stated that the Egg Marketing Board were concerned about the number of cracked eggs being delivered to their receiving stations. As a result, investigations were instituted and it was discovered that the cracked eggs were, in every case, laid by hens standing on tip-toe. Naturally, the reason for this has caused a great deal of head-scratching but two possible theories are being put forward - (a), the eggs are so big that no hen could possibly lay one sitting down and (b), the hens object strongly to the Board's 'lion' symbol stamped on each egg and are therefore refusing to lay while lyin' down !

Mrs. Ann Warden, Captain William Warden's wife, has been kind enough to write the following article which gives a colourful impression of some of "Baron Forbes'" accommodation from a feminine angle :

n.v. "BARON FORBES" : A WOMAN'S EYE VIEW

The most salient feature which impressed me was the modern, wide stairway leading to the Master's accommodation. On the half-landing the wooden panelling was pleasantly relieved by a colourful mural comprised of Norwegian ceramics.

On the left of the top corridor is the day-room, which is simply but tastefully furnished. The bluish-grey carpet contrasts admirably with the midnight blue settee and two easy-chairs, which are of contemporary design. An oak table mounted on a chromium base of mushroom type is set parallel to the settee.

Set on one side of the room is a fitted wine cabinet - the top half containing a gantry and the lower a skilfully concealed refrigerator. A second cabinet fits into the right-hand corner and this contains useful shelves and commodious cupboards.

Conventional port-holes are replaced by large, sunshine windows attractively draped with flame and blue mottled curtaining and, I noticed, these are railed top and bottom, keeping them in perfect position and neatly pleated. The walls are panelled in an oak finish, the grain running horizontally round the room while the doors, for contrast, are vertically grained.

The adjoining bedroom is decorated in grey laminated plastic and contains two fitted wardrobes, dressing-table and double bed. The storage space beneath the bed consists of six conveniently sized drawers as opposed to the old type which I always found required Herculean strength to open. A flame coloured carpet is set off by grey surrounds and the curtains are of the same flame shade. The furnishing is completed by a full-length settee placed against one wall.

The air-conditioning system is a real delight - adding greatly to the comfort of all on board. In the past I invariably opened the wrong port-holes, causing my husband alarm. I was constantly informed that while he appreciated a moderate current of fresh air, he strongly objected to being blown out of bed by gale-force winds. These nocturnal arguments should now cease!

Replacing the conventional bath with spray and railed curtain is a 'walk-in' shower fitted with a gaily striped green and white heavy plastic curtain. On the wall above the wash-hand basin is a fitted bathroom cabinet - complete with shaving light. All fittings are of chrome while the floor is tiled.

Opposite the day-room is the Owners' accommodation which comprises a double-bed and suite. The settee and easy chairs are upholstered in grass green and the table is oak. A cherry coloured carpet tones exceedingly well with the furniture and curtains which are of a similar shade of green. Off the bedroom is the private and separate shower unit which eliminates the inconvenience of having to share with the Master.

Downstairs, the dining-saloon is of a much more compact design, furnished with four oblong and one round table. Consequently, integration between engineer and deck Officers is much more complete and a more convivial atmosphere prevails at meal-times. The service-hatch greatly improved the efficiency with which meals were served - the food arriving at the table beautifully hot.

Attractive oil paintings depicting Norwegian scenes decorate both corridors and accommodation, thus lessening the nautical austerity and accentuating the home-like environment on board.

In conclusion, I wish to thank and congratulate the designers, artisans and all whose combined efforts resulted in such a comfortable home for the men who have the good fortune to sail on "Baron Forbes".

QUIZ

- 1). Name Great Britain's first nuclear submarine.
- 2). When a golfer refers to a 'colonel' what does he mean?
- 3). Who wrote Guys and Dolls?
- 4). What is Goat's Beard or Jack-go-to-bed-at-noon?
- 5). What is the difference between a Dover sole and a Lemon sole?
- 6). Which part of Great Britain is ruled by Dame Sybil Hathaway?
- 7). How many cubic feet are there in a cord of wood?
- 8). 'Man's world is made up of four elements' said Aristotle, what are they?
- 9). From what could a human being get psitticosis?
- 10). What is the origin of the name Scotland Yard?
- 11). What is Aberdeen Sausage?
- 12). What year is this in the Jewish calendar?
- 13). Name the worst railway disaster in British railway history in terms of loss of life.
- 14). Where was the Royal Arsenal prior to being established at Woolwich?
- 15). How many vertebrae are there in the human spine?
- 16). What is china clay (or kaolin) ?
- 17). What is the maximum compensation one can claim from the Post Office for a missing registered letter?
- 18). What is ullage?
- 19). Name the main islands in the Scilly Isles Group (by 'main' is meant those which are permanently inhabited).
- 20). What is a Dolphin Striker or Martingale Boom?

The following article, which is very topical, first appeared in the Daily Telegraph of 6th September, 1967 and we are indebted to that paper for giving us permission to print it in the Newsletter.

KEEPING IT GOING BY SEA

BY JOHN PETTY

These are exciting days in Leadenhall Street, the City area which is the centre of world shipping. There is an air of danger and impatience, as there should be during a revolution.

Calculated risks that could affect the cost of living of almost everyone are involved in plans for vast, fundamental changes in both cargo and passenger shipping. There is both optimism and fear as formidable problems are tackled in this least-protected of British industries.

But those who think shipping is declining in face of airline competition should note that the Merchant Navy has never been bigger, that cargo carrying is at a record level and the number of people entering or leaving Britain by sea shows a considerable increase every year and should exceed nine million this year.

Of course airlines are hitting some aspects of shipping. So passenger lines are moving into the holiday market, rather than the transport business, while cargo lines are turning to fast drive-on ships for short routes and large bulk-carriers which bring impressive cost reductions on long routes.

Tankers illustrate the striking savings made by using bigger ships. The 200,000-tonners that Trident Tankers have ordered for use by Shell and British Petroleum will shift oil from the Persian Gulf to Europe at around 19s. a ton, via the Cape, compared with 37s. 3d. a ton in 35,000-ton ships using Suez.

REDUCED COSTS

A 100,000-ton tanker can carry crude oil from North Africa (Arab embargo permitting!) to Britain for 5s. 10d. a ton compared with 16s. 6d. a ton in 20,000-ton tankers. The world's largest merchant ship, the 210,000-ton IDEMITSU MARU, now takes oil from the Middle East to Japan at one-third of the cost in 35,000-ton ships.

Hence the studies for tankers of 500,000 tons and the announcement by the Tyneside shipyard of Swan Hunter that it is prepared to build tankers up to a million tons deadweight. The limiting factor on such ships will be the depth of the sea - they could not, for instance, pass through the Strait of Dover - but BP has already decided to have a berth for 500,000-tonners at Finnart, Scotland.

A 200,000-tonner might be built for £5 million in Japan, while four of 50,000 tons might cost £8 million. The big ship is more economical per ton of cargo moved and requires a crew no greater than that of the small ship.

Bulk carriers for commodities such as grain and ore get bigger for the same reason. Some trades have been sadly slow to grasp this principle. The most far-reaching new venture is the container ship, which requires so much capital that large companies are merging their interests and small firms are likely to be overwhelmed. The problem of raising money is that shipping is caught in a world situation in which people expect to get their transport at less than cost. An exporter getting a return of 15 per cent on his own capital still objects to a shipowner fixing freight rates at a level giving a return of only three per cent on capital employed.

The only surprising thing about the container system is that it has taken so long to be discovered. Basically, it is just a matter of packing cargo into much bigger boxes so that ships can be loaded or unloaded in hours, instead of days. This makes an enormous improvement in the productivity of the vessel.

A single container ship might replace eight or nine conventional ships on some trade routes. The McKinsey Report, a study for British Transport Docks Board, suggests that containers could halve the cost of carrying many goods and bring redundancy to nine out of every ten dockers now handling general cargo. It states that one container berth could handle two million tons of cargo a year, compared with between 100,000 and 150,000 tons at the normal berth.

The Board itself estimates that British industry could save £250 million a year by enthusiastic acceptance of the container ship idea. The container-ship and the liner-train will form an integrated part of future transport. Whether shipping men will have as much trouble in introducing containers as British Railways have had with liner-trains remains to be seen, but the dockers are not likely to give way gracefully.

Firms with capital exceeding £500 million are linked in Britain's first major container company, Overseas Containers, and their first six ships will cost £30 million. On top of this will be a further £12 million for depot equipment and for the containers, which are 8 ft. wide, 8 ft. high and with lengths of 20 ft., 30 ft., or 40 ft. Services will begin on the Australian route in 1969.

Overseas Containers brings together the P. & O. Group, Furness Withy Group, Blue Funnel Group and the British & Commonwealth Shipping Group. Associated Containers, the other big British consortium, will co-operate with Overseas on the same route and is to build three ships at a cost of £11 million. The firms in Associated Containers are Cunard, Blue Star, Ellermans, Ben and Harrisons.

END OF RIVALRY

Co-operation such as this means that an end to competition among British shipping lines is within sight. But it goes beyond national level. Cunard has joined with old rivals, French Line and Holland America Line, to form Atlantic Container Line along with three Swedish companies. Atlantic Containers will start with ten ships, two owned by Cunard.

Containers bring the risk of monopolies and therefore will strengthen the rather weak lobby for nationalised shipping. It will certainly be studied by the Government-appointed committee of inquiry into shipping, now starting work under Viscount Rochdale.

The sheer value of the Merchant Navy is enough to deter a British Government from nationalising the fleet, which has a replacement cost of around £360,000 million. The economy could not stand such a take-over.

But there are already fears among exporters and importers that shipping lines will use the near-monopoly situation to pocket most of the gains from a container operation, instead of making extensive reductions in charges to customers.

Container ships are also being built for short-haul operations. These will be ferries to meet trans-ocean container ships at major ports such as Rotterdam. They will mount a challenge to the drive-on ships and car ferries which have met with huge success in recent years.

The fantastic increase in car-ferry traffic accounts for the steady rise in passenger figures. This summer it has been possible to go to Spain for £8 or Sweden for £6 by new car ferries, so providing fares that no airline could hope to match.

The seasonal tourist trade has to be backed by year-round cargo-carrying in lorries, trailers, containers or on pallets to make the ferries profitable. The roll-on system ends dock delays and gives maximum utilisation of each ship. General Steam, for example, has sold 17 of its conventional coasters in a switch to car-ferry trading out of Hull and Southampton.

The airlines have it nearly all their own way on the long-distance routes, with the North Atlantic the outstanding example. Passengers crossing the Atlantic by sea increased each year until 1957, when a million went by ship and a million by air. Now the transatlantic liners take about 600,000 a year, with the airlines carrying 88 passengers for every 12 who go by sea.

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BRITAIN'S ROLE

In the wider field traditional maritime nations are troubled by the growth of Communist fleets, appearance of many new national lines, flag discrimination, political pressures, flags of convenience and unreasonable requirements of the United States Federal Maritime Commission.

Liberia has outstripped Britain this year as owner of the world's largest merchant fleet, but hers is a mongrel collection of tax-evading shipowners from the United States, Greece and other lands. British shipowners are retaliating by starting new ventures in Commonwealth tax havens like Bermuda and the Bahamas. Russia has declared that her merchant navy will match that of Britain by 1980 and Japan aims to surpass both Russia and Britain together by the same date.

Many newly-independent lands are building fleets into which they hope to divert half their overseas trade. South America has long tried to do this, but failed because shipowners of Western Europe are much more efficient. Now there are efforts to compel traders to use national lines.

Communist fleets have advantages, such as getting fuel at cost price. Many countries subsidise shipowners, as is the case in the United States.

But Britain still has the satisfaction of being the acknowledged leader of the maritime nations. London is the centre of world shipbroking and marine insurance. And the Inter-Governmental Maritime Consultative Organisation is the only United Nations agency with headquarters in Britain.

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The Stroke of Genius

A man recently won a competition for the most original aid to good house-keeping, this being his contribution:-

During his bachelor days he had found window-cleaning a tiresome chore, particularly when, in endeavouring to remove 'cleaning-smears' he more often than not found the smears to be on the other side of the glass. To overcome this annoyance and waste of time he devised a system whereby when rubbing the inside of the glass he used only vertical strokes and on the outside only horizontal strokes which meant that any offending smear inadvertently left could immediately be identified as an 'inside' or 'outside' smear.

We are indebted to Captain Robert Gibson for the following article:

Maiden Voyage of the s.s. "Baron Tweedmouth"

On 9th June, 1927, I joined the "Baron Tweedmouth" at Rothesay Dock, Clydebank as Third Officer. She was built at Lithgows, Port Glasgow, had completed her trials and was now loading her first cargo, scotch coal for Genoa. This vessel was a handy-sized tramp, and with several sister-ships was very serviceable for the carriage of bulk and homogeneous cargo. Of medium draft, there were very few ports where these vessels could not load a full cargo. Our coal was being loaded at the big crane, and it being summer time was fine and dry and very dusty. When we sailed from the Clyde, the dust lay on the decks thick and heavy and those on board looked like the Black and White Minstrels. However, the hose soon rectified this, and as it was a beautiful evening, we did see the Firth of Clyde at its best. After ten days of fair-weather sailing we arrived off Genoa, one of the largest ports in Italy. The harbour was crammed with all types of craft from lordly Atlantic Liners to local coasters and sailing schooners. On approaching the port one immediately notices the light house, which is the tallest in the world. Once moored at the coal wharf, the ship was invaded by gangs of screaming humanity, who proceeded to rig gear for discharge. Our derricks were lowered and four coaling "gins" lashed to each, four falls then being rove off. I was all eyes to see how this lot was going to work, but when the winches were opened full throttle, with a man handling a rope fall on each drum end, I soon understood. Our Chief Engineer took a dim view of the way the winches were being abused, but any attempt to shut down the stop valves was greeted with howls of derision. One saving grace, the day's work was completed at 3 p.m. whence peace, perfect peace reigned until 7 a.m. next day. The last 'lump' was finally discharged and as the Mate (late Mr. E.A. (Major) Brown (later Captain) remarked, "One would not think that she (the ship) was only three weeks old". What a mess she was in!

In due course we sailed from Genoa for Torre Vieja, where we were to load a cargo of salt for Chittagong. As it was now a change from black to white cargo, all hands were employed washing out holds and then lime-washing all iron work with which the salt was likely to come into contact. On the third day, we anchored off Torre Vieja, where we were boarded by the customary 'army' of Spanish Officials. Once they had completed the numerous formalities and received 'gifts', loading commenced from lighters and continued during the hours of daylight. In a few days our cargo was loaded and we commenced the long trek to India via the Suez Canal. As it was now July, my readers will guess that overcoats were not required in the Suez Canal or the Red Sea. The weather was really stifling and it was with considerable relief that we cleared the Straits

of Bab el Mandeb and encountered a cool breeze. In the Arabian Sea the south west monsoon was blowing strongly and our vessel was very 'wet' in the well decks. We were glad to don swimming trunks and splash about in the scuppers; not a very safe practice as an extra large wave could have lifted us overboard. However, 'where angels fear to tread, Hogarth's apprentices and junior officers march, or rather 'sprachle' boldly on.' With the favourable monsoon, we made good speed, duly entered the Karnaphuli River and made fast to the wharf at Chittagong. The discharge of our salt cargo commenced and really, it seemed as if we were discharging gold dust. Every grain of salt was weighed under the eagle eye of an Indian Customs Officer, who issued receipts on elaborate water-marked paper. When I was told that the Salt Tax was one of the main sources of revenue, I understood these formalities. After a week's stay in Chittagong we sailed for Calcutta, and there loaded a cargo of coal for Bombay. At this time, the Bengal Pilot Service was most exclusive and only the head cadets in Conway, Worcester, and Pangbourne need apply for entry. The Pilot Cutters cruising at Sandheads looked like yachts and, with their white hulls and yellow funnels, made a pretty picture. When the Master Pilot, Leadsman Apprentice and their servants boarded the amount of luggage they brought with them looked enormous. After navigating the one hundred and twenty miles of the Hooghly River, we arrived at Calcutta and made fast to Garden Reach Coaling Jetty. Owing to the strong current, the method of mooring is with anchor cable. Sixty fathoms of cable were disconnected from the anchors, floated aft on a mooring barge, and there attached to ground moorings and made fast to the after bitts. It will be realised that this is a heavy job, but as we had a crew of West Highlandmen, they handled the cable in the same manner as ordinary individuals would handle a seven inch rope, much to the amazement of the Mooring Master. The cargo was loaded by coolies who carried the coal in baskets on their heads, up numerous gangways, receiving a tally for every basket carried. This appeared to be a slow method, but when one stopped to consider that it was really a 'human transporter', it was wonderful how the holds filled up. Before leaving Calcutta, I must mention Fairweather House, where we slept during our stay in the city. The weather was very hot and humid, there being no fans or air-conditioning on board, and with the heat, dust and mosquitos, it was impossible to sleep. The above-mentioned House, gifted by the man whose name it bears, was a lovely, cool building situated in Kidderpore, and a real Godsend to many a seafarer.

We duly sailed from Calcutta and after a rough passage, south west monsoon still blowing, we arrived safely in Bombay Outer Harbour. On this passage I had my first introduction to a "Milky Sea". I was on the 8/12 p.m. watch, off the Malabar Coast, when I spotted myriads of lights stretching full across the horizon. Assuming that we were in the midst of a native fishing fleet, or about to enter breakers, I called the Master (the late Capt. James MacLean, D.S.O.) who immediately recognised it as a

phosphorescent sea. As we passed through it, it gave me a weird feeling and I was glad that the 'Old Man' was standing beside me. Our cargo was discharged in the Outer Harbour by coolie labour who built platforms in every hold and passed the baskets of coal by hand from ship to lighters. Unlike Genoa, the winches and derricks were never used so wear and tear to gear was nil.

After drydocking, we sailed for Mauritius and so said good-bye to the Indian coast with its hot, humid atmosphere. Our destination is an island in the South Indian Ocean and although it is part of the British Commonwealth, French is the main language. After a pleasant voyage we duly arrived at Port Louis and commenced loading bagged sugar from lighters. The stevedores were creoles and they certainly could handle the heavy bags with what appeared the minimum of effort. The cargo just rolled on board and in four days we sailed for Montreal. This, as the reader will realise, was a long, long trail with nothing to see but sky and sea. We bunkered at Durban and St. Vincent, Cape Verde Islands, staying only a few hours at each port. Being off the regular ocean routes, we saw an occasional albatross but no ships, so the run was very monotonous - a case of 'three turns' - 'Turn out', 'turn to' and 'turn in'.

With the temperature gradually falling and with jerseys and bridge coats replacing shorts and shirts the Gulf of St. Lawrence gave us a chilly welcome. On we plodded, through fog, mist and clear patches (no radar in those days) and finally picked up the French-Canadian pilot at Father Point, thereafter proceeding towards Quebec. Here we changed pilots, two pilots boarding for the run up to Montreal which, against the strong current, was long and tedious. After being in the ship so long, the bags of sugar were set hard and so required considerable pulling and hauling to get them out. However, discharge was completed in due course and then a gang of carpenters came on board to fit shifting-boards prior to the ship loading wheat. Being November by this time, there was lots of snow and ice around and the river was due to freeze up at any time. All good, and bad, things come to an end so we were not sorry when, on the 27th. November, 1927 we completed loading and sailed for Rotterdam. Weather remained clear so we had an uneventful run down-river, very picturesque and Christmas-like, but very, very cold. Pilots were changed at Quebec and the sea pilot discharged at Father Point. We then coasted along the Gaspe Peninsula - pleasant with numerous small villages, each with its white church and spire. On clearing the land we encountered a south-west gale and the seas and spray froze as they came on board so the decks were soon coated with ice. The stays, rigging, ratlines and signal halyards were about four times their normal diameter with solid ice. As the ship was a coal-burner, we had an ample supply of ashes to spread on deck which gave us a sure

footing on the otherwise slippery surface. We bunkered at Sydney, Cape Breton Island, and then proceeded out into the Atlantic, setting course for Rotterdam. As we cleared the Labrador Current and entered the Gulf Stream the ice melted with the result that large chunks fell from aloft. This was a nice spectacle to watch but not so nice if a piece caught you unawares - quite painful in fact.

After a stormy passage, the forepart of the lower bridge being removed en route, we arrived at Rotterdam, where we made fast to dolphins. Five large floating elevators came alongside next day and, by jove, could they suck up grain! By evening our cargo had been transferred to large river barges - some almost as long as the ship - and the "Baron Tweedmouth" was left floating like a large balloon. The crew was paid off and proceeded to Glasgow while the Officers signed-on for the next voyage, which was to be direct to Calcutta with a cargo of steel bars.

As a footnote to Captain Gibson's article, we would add that the ship which is the subject was the second "Baron Tweedmouth" owned by Hogarth Shipping Co. Ltd. The first was built in 1907 by Napier and Miller Ltd., Glasgow, as the "Belle of Scotland" for the Belle of Scotland Steamship Co. Ltd., (Crow, Rudolf & Co.) Liverpool and acquired by us in 1912. She was sunk in the Mediterranean by submarine gunfire on 30th. May, 1916. The second ship of the name was sold by us in 1951 to Luigi Monta fu Carlo, Italy, and renamed "Marineri". They in turn sold her to the Liberian Steamship Corporation, Liberia, who renamed her "Lorna" and, as far as we know, she is still in service although there is a report that she was sold last December but whether for further trading or scrapping we do not know.

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Airline pilot standing at the cabin door wearing a parachute with the 'plane in very obvious difficulties, addresses his passengers - "Don't worry folks, I'm going for help!"

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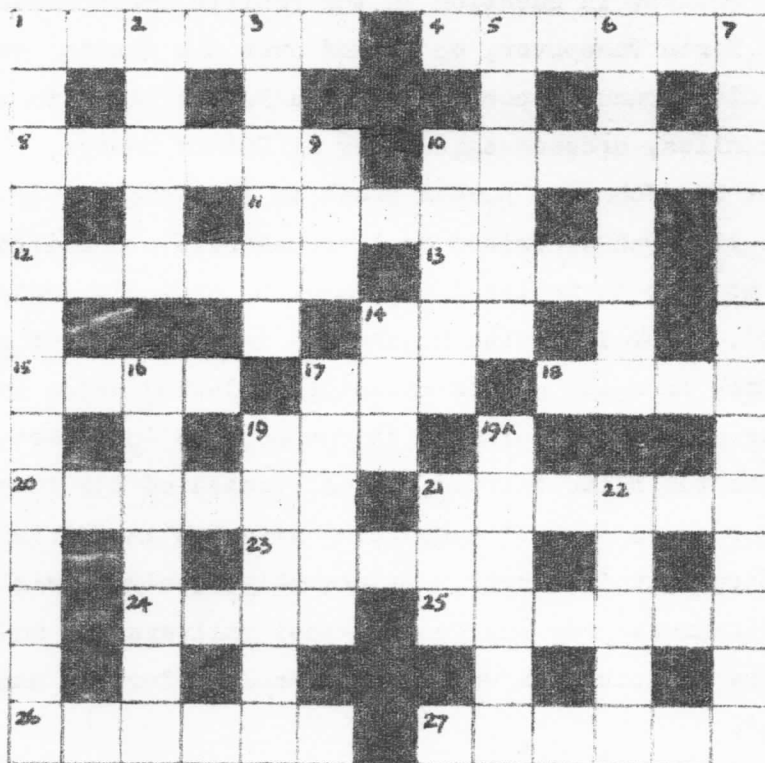
There are some people who think that 'sex' is what posh folk have their coal delivered in.

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The British Constitution is stuck full of the thin ends of wedges which the good sense of the community has never driven home.

ACROSS

1. Clean Sweepers (6)
4. Belonging to the sea (6)
8. Investment yield (6)
10. Draw this and live, hold it and die (6)
11. Some riding skill shown here (5)
12. Restricted (6)
13. The prisoner's return. A fair exchange? (4)
14. The French (pl.) have a word for it (3)
15. Greek god in the rose garden (4)
17. It's small no matter how you look at it (3)
18. As you were (4)
19. Ill humour (3)
20. A chance in a million. Sounds like three in one! (6)
21. A small cave (6)
23. Flat piers of a temple (5)
24. An aid to vision (4)
25. Heavenly twins (6)
26. This despot got mixed up in the storehouses (6)
27. Command (6)

DOWN

1. One of the fleet (5, 8)
2. No bull's eye this (5)
3. Spoil a fight inside the bone (6)
5. Shot by the dozen in 1066 (6)
6. A difficult situation (2, 1, 4)
7. Show-off (13)
9. Immediately (3)
10. Assail (5)
14. A portion of land (3)
16. To project beyond - across one's knee! (7)
17. From 12 to 20 (5)
19. A moving star (6)
- 19a. A bit of a blow (6)
21. Either way it will keep you quiet or make you laugh (3)
22. Twisted hemp in the twin engines (5)

THE P.G.E.

This is the story of a railway, which will doubtless bring forth the remark 'Why an article about a railway in a publication concerned mainly with shipping?'. No excuse is offered for, although two very different forms of transport which sometimes find themselves in competition - the St. Lawrence Seaway and the railways of Eastern Canada and the U.S. or British coastal shipping and British Railways are cases in point - in many instances railway and shipping services are complimentary to and dependent upon one another. How often over the years have ships been delayed owing to a 'shortage of trucks' or been charged for 'demurrage on wagons'?

At a time when, like shipping, railways are undergoing change or in some cases disappearing altogether it is refreshing to be able to write of a railway which, far from suffering a demise, is in fact expanding. The railway in question is the Pacific Great Eastern which runs north from North Vancouver, up to and over the Cariboo and Rocky Mountains and, after running parallel to the Fraser River in its deep canyon for many miles, crosses that river at Prince George, finally arriving at Fort St. John and Dawson Creek in the Peace River country. At one time the line was described as 'A ramshackle old railroad which lollicked from nowhere to noplacé' and, perhaps unkindly, dubbed the 'Please Go Easy'. Certainly, its beginnings in 1912 did not appear to hold great promise in spite of its promoters' glowing hopes and the title seemed excessively ambitious. It was perhaps 'pacific' in the dearth of traffic the rails carried, by no stretch of the imagination could it be regarded as 'great' and, being situated in British Columbia, it was not particularly 'eastern'. It probably received, rightly or wrongly, many nicknames over the years - most railways do - and the difficult country it traverses would be the reason for the name 'Past God's Endurance'.

The original intention was that the railway should form a link between North Vancouver and the Canadian National Railroad (then called the Grand Trunk Pacific) at Prince George, approximately 470 miles to the north. Some 12½ miles of line had been completed by 1915 - the stretch between North Vancouver and Whytecliffe - and various other short lengths had been roughly laid, including a few miles south from Prince George, but it then became evident that the company responsible for the undertaking could no longer stand the financial strain and, accordingly, their building rights passed to the Provincial Government. As a start had been made with the line, it was decided to carry on with construction and by 1921 the towns of Squamish, at the head of Howe Sound, and Quesnel, 340 miles further north, were joined. By this time the line had become a thorn in the flesh of successive British Columbian Governments and a headache to the taxpayers of that Province, as well as

a financial drain to both so it was probably with feeling that it was referred to as the 'Province's Greatest Expense'. The Government would have been delighted if someone had bought it from them but there were no takers although a few showed initial interest, amongst these being some British financial interests who, after surveying the line, turned elsewhere. In 1949 the northern terminus of the line was Quesnel but, because of the general economic expansion after the war the Pacific Great Eastern was shaken out of the doldrums and it too began to expand. In that year work commenced on extending the line north of Quesnel towards Prince George, about 75 miles, and freight traffic was operating over this section by January, 1953. This expansion whetted appetites for soon the British Columbian Government announced its intention to push the railway even further north to reach Dawson Creek, 160 miles on, by 1958. So, by 1959 there was a continuous rail link between Vancouver and the Peace River country, a distance of over 700 miles, with a branch from Chetwynd to Fort St. John on the Alaskan Highway. An original intention to eventually extend the line up into Alaska was subsequently abandoned with the building of the Pacific Northern Railway, running from Summit Lake, where it connects with the P.G.E., to the Yukon border near Whitehorse. The opening up of this country means that many communities, minute, small and not-so-small have been put on the map; indeed, many undoubtedly owe their very existence to the railway and the names of some of these, Spetch, Retaskit and Flying-U, compare favourably with Chilliwack, Keefers and Spuzzum found on the neighbouring Canadian National and Canadian Pacific Railways.

Scenically, the P.G.E. must be near the head of the list of the world's most spectacular railways - deep forest, high mountains and seemingly bottomless lakes are normal. From Squamish, on tide-water, to Alta Lake where the Coast Range summit is passed the line reaches an altitude of 2,100 feet in only 35 miles. Thereafter, it plunges down into Pemberton Meadows, only 600 feet above sea-level, an isolated, verdant valley in the middle of the cordillera from where, 30 miles on, the Fraser River Canyon is reached. Although magnificent from the tourist's point of view, such a railway is an operational headache and revenue freight is sparse along large lengths of the route. The occasional sawmill provides some traffic, together with potatoes and other farm produce from Pemberton Meadows. The arid area around Lillooet, where farmers must resort to irrigation to raise anything, also contributes some 'cargo'. However, the main source of revenue from the 'mountain section' is the spruce, pine and Douglas fir which is to be found in vast quantities in the area north of Lillooet up to Prince George. This part supports many sawmills which turn out a huge footage of sawn lumber (at which juncture one wonders whether the lumber being loaded by "Baron Forbes", as seen in the Photo Section, had its first journey on the P.G.E.). At this point the railway has reached the

Cariboo Plateau, relatively level and vast in size - over 40,000 square miles - blanketed by pine of excellent quality. Timber of course dominates the land and some idea of how the area has developed in recent years can be obtained when it is realised that in 1949 the railway moved out only 9,000 car-loads whereas in 1959 approximately 60,000 car-loads were despatched. This last figure jumped from the 1958 total of nearly 43,000 car-loads, of which 25,000 were lumber.

Beyond Prince George is the country reached by the railway in the late 1950's - still pine-clad and stretching out to the Peace River. The first white man to see this country was the explorer Alexander Mackenzie. He crossed the Rockies in the area and then went down the Fraser River to a spot south of where Quesnel now stands and from there turned west to become the first to reach the Pacific Ocean by an overland route. At Bella Coola Inlet, on the coast, he painted on a rock :

ALEXANDER MACKENZIE
FROM CANADA
BY LAND
22ND JULY, 1793

About 110 miles north of Prince George, at Azouzetta Lake, 2873 feet above sea-level, the railway crosses the Continental Divide, where the waters run east and west, and this marks the line's introduction to the Peace River country. North and east the barren tundra stretches for immense distances, south and west the huge areas of alpine country already mentioned reach to and beyond the horizon.

The Peace produces great quantities of wheat and oil and natural gas are being tapped in increasing amounts. Indeed, pipelines carry the gas to the St. Lawrence Valley, the Pacific North-west and the American mid-west. Coal in vast quantities is also present - coal which is low in impurities, ash and moisture content and regarded as excellent steaming coal! This, as well as cattle, represents a huge source or potential source of revenue for the P.G.E. although to some extent the traffic is one-way for the population of the area traversed by the railway is very sparse, resulting in northbound traffic being limited largely to supplies for the area. By comparison with the volume of southbound traffic the car-loads of merchandise and supplies moved north from Vancouver in 1958 totalled only about 10,000. Passenger service is not neglected although obviously it forms only a small part of the road's overall business. A train of rail-cars, known as the Cariboo Dayliner, leaves North Vancouver daily and covers the distance to Dawson Creek, on the Alcan Highway, in 24½ hours. The Budd rail-cars used for this service form the 'elite' of the passenger equipment - the rest being composed largely of elderly vehicles bought from other lines. Originally, motive power consisted entirely of steam locomotives of course (mainly Mikados as the machine's wheel arrangement is termed - the name originates from a number of engines of this wheel arrangement

supplied many years ago to the Japanese State Railways) but the engines are now entirely diesel - an interesting 'bunkering' note is that the main-line diesels used consume on an average 1.6 gallons of fuel oil per mile! The P.G.E. has, over recent years, re-equipped itself with modern freight rolling-stock fitted with stabilised trucks and roller-bearings: in fact, the management insists that freight stock belonging to other roads must also be fitted in this manner before it can be accepted for operation on the P.G.E.

The P.G.E. does not require to look far before finding operating difficulties for apart from steep, prolonged gradients and sharp curves, climatic temperature variations present their own problems from rail buckling in the heat of summer in the deep gorges to winter cold of ninety degrees of frost. Track, tunnel and bridge maintenance is a continuous operation (there are at least three bridges over 900 feet in length and 200 feet in height, the biggest being 1,200 feet long and 296 feet above a small stream at the bottom of a gorge and the highest railway bridge in the Commonwealth). Grass persists in growing along the permanent way and has to be dealt with and on the northern section derailments are not unknown where the track threads its way across bottomless muskeg. In addition, snow and land-slides present recurring problems, including the recovery of locomotives swept into lakes. In the Cariboo, because of the sandy nature of the soil, flash-floods frequently wash out the tracks and on one occasion services were suspended for ten days for this reason.

In spite of these difficulties the P.G.E. has expanded and prospered, now forming a vital link between an area of tremendous actual and potential development and the sea at Vancouver, thereby helping to provide vital cargoes which we, and other Shipowners, must seek to ensure our prosperity.

----- o o o -----

Two cannibals went into a restaurant for a meal and the menu contained three dishes which appealed to them :

'Baked Alaskan'	7/6d.
'Fried Frenchman'	10/6d.
'Fricasse of Hippie'	19/6d.

They beckoned to the waiter and asked why 'Fricasse of Hippie' was so much more expensive and received the reply :

"Well, have you ever tried cleaning one of those things?".

ANOTHER MEXICAN?

Wish expressed by a six-year old on February 14th. :

"I hope I get a Valween card!"

ACCOUNTING SECTION

Coal mines, and the closing of various pits, have been very much in the news of late, including some in the Ayrshire Coalfield. The long years during which coal has been extracted and exported from some of the Ayrshire pits was underlined when, during a recent visit to the North Ayrshire Museum, Saltcoats, the Curator, Mr. Owen Kelly, kindly produced an account book, nearly 200 years old, which had been rescued from almost certain destruction during the clearance of an attic and listed a large selection of disbursements accounts relating to small sailing vessels which regularly loaded coal at Saltcoats and carried it to Dublin. Apparently spelling was not the book-keeper's strong point (even allowing for the different forms of spelling current at that time) and on at least one occasion his arithmetic also let him down but, in spite of the passage of so many years, the account book is in a good state of preservation and the writing entirely legible. Below are two representative accounts, one relating to loading at Saltcoats and the other to discharging at Dublin :

Saltcoats October 24th 1778 - Sailed from
Saltcoats - Arrived at Saltcoats 18th

To Casting owt the Balast	8 - 6
To the Dewty at Irvine	1 - 15 - 0
To the fees at Irvine Custom House	15 - 11
To the fees at Saltcoats	9 - 0
To Shifting of the Coales	2 - 6
To the plank and Barrows	1 - 3
To 300 Cartes of Coales at 18d. pr.	22 - 10 - 0
To the Ancheroage	3 - 9
To the Carriage of the master to the Shor	4
To the Coale Cares and hillsmen	1 - 6
To jobbers for halping to Lood	6 - 0
To William Brown	4 - 0
To 3 pakes of grootes at 18d. pr.	4 - 6
To Sailing penny	2 - 0
To Drink	7
To Goine to Irvine Both times	2 - 0
	<hr/>
	£27 - 6 - 4

An Account of a Voyage from Saltcoats to
Dubline aboard the Meyflower Robert Kelso
Master
Dubline May 27th 1779

To the Dewty and Colactor fees	2 - 6 - 6
To the Bond	6 $\frac{1}{2}$
To Normans fees	12 - 0 $\frac{1}{2}$
To the Clark	1 - 1
To the Lordmers Dewes	1 - 7 $\frac{1}{2}$
To the Landing and plank fast ashore	3 - 3
To 3 - 0 - 3 Beeff at 22Sh.	1 - 2 - 6
To Ther Mr. Porter	16 - 0
To the Landofice	6 - 6
To the Balest office	2 - 4 - 6
To Jerkes office	6 $\frac{1}{2}$
To the Clark and Ancheroage	4 - 5
To the Grineage Bill	1 - 3 $\frac{1}{2}$

To Ringes End	4 - 4
To the Gabertmen	8 - 1½
To the Hivers	7 - 7
To Allowance	3 - 3
To the Reking Pots	1 - 10½
Carmen Allowance	1 - 1
To the Looder	1 - 1
Beff C. 1 - 3 - 6	1 - 16 - 1
Salt	2 - 1
Cand. 3 pound	1 - 6
To 5 pounds Hogs Lard at 5d.	2 - 6

Presumably a lack of time or inclination resulted in the Dublin account not being totalled!

Most of the items are, of course, readily identifiable but there are a few which present something of a problem and should anyone have any suggestions we shall be glad to hear from them. For instance, who or what are Ringes End? 'Normans Fees' probably refers to charges for working the capstan for are we not correct in thinking that a 'Normansman' was a capstanman who, of course, worked the 'Norman', or capstan? According to William Falconer (1732 - 1769) a 'Norman' is "A short wooden bar, thrust into one of the holes of the windlass of a merchant ship, whereon to fasten the cable", and he also mentions that a 'Hillman' (not 'Hillsman') is a miner. A Gabertman might well be a lighterman and the Sailing Penny the man who took lines ashore during mooring or who carried water to the ship from shore. Apparently 'Pennymen' were unofficial pilots and were frequently men who had been in the Navy.

It is suggested that Grineage means greens, or vegetables, and that Reking Pots were potatoes (raking through potatoes to find the good ones?). On the whole, meals on board seem to have displayed some lack of variety and, one feels, would fall a bit short of today's Board of Trade Scale!

----- o 0 o -----

"The rain it falls upon the just and also on the unjust fellow - but, it rains more upon the just for the unjust's got the just's umbrella!"

----- o 0 o -----

Said to be of Arab origin:-

He who knows not, and knows not that he knows not,
Is a fool; shun him.
He who knows not, and knows that he knows not,
Is simple; teach him.

He who knows and knows not that he knows,
Is asleep; wake him.
But he who knows, and knows that he knows,
Is a wise man; follow him.

QUIZ ANSWERS

- 1). H.M.S. 'Resolution'.
- 2). The accepted score (bogey) for a given hole.
- 3). Damon Runyon.
- 4). A British wild flower.
- 5). A Dover sole is a true sole, a Lemon sole is really a plaice.
- 6). Sark, Channel Islands.
- 7). 128 cubic feet (a cord measures 8' x 4' x 4').
- 8). Earth, Air, Fire and Water.
- 9). Parrots and Pigeons.
- 10). The land upon which the original Police H. Q. was built was at one time reserved for Scottish kings visiting London and consequently became known as 'Scotland'. The Metropolitan Police H. Q. was built there in the 1840's.
- 11). Minced beef, bacon, oatmeal and spices boiled in a greased cloth and served cold. (Chief Stewards, please copy, but this 'recipe' is given entirely without prejudice!).
- 12). 5728.
- 13). Quintinshill (near Gretna, Dumfries-shire). It took place on 22nd. May, 1915 on the Caledonian Railway and involved five trains - a troop-train (in which most of the casualties occurred, because of fire), a passenger express, a passenger local and two goods trains. The death-roll, as near as could be ascertained, was 227 and the accident resulted from a signalman's error.
- 14). The Tower of London.
- 15). 24.
- 16). Decomposed granite. Used for china making and paper making. In the case of the latter there is filler clay, used to fill the apertures in the paper thereby rendering it non-transparent and making it like blotting paper. Coating clay is applied to the surface of such paper to enable it to take writing or printing.
- 17). £400.
- 18). The difference between the total capacity and the actual contents of a cask or tank.
- 19). St. Mary's (1,610 acres), Tresco (735 acres), St. Martin's (552 acres), Agnes (358 acres) and Bryher (317 acres).
- 20). The small spar rigged vertically below the bowsprit of a sailing ship to prevent the bowsprit from bending under sail pressure.

CROSSWORD SOLUTION

<u>Across</u>	<u>Down</u>
1. Broons	1. Baron Pentland
4. Marine	2. Outer
8. Return	3. Marrow
10. Breath	5. Arrows
11. Rodeo	6. In a spot
12. Marrow	7. Exhibitionist
13. Swap	9. Now
14. Les	10. Beset
15. Eros	14. Lot
17. Tot	16. Overlap
18. Stet	17. Teens
19. Pet	19. Planet
20. Treble	20. Freeze
21. Grotto	21. Cat
23. Antae	22. Twine
24. Lens	
25. Gemini	
26. Depots	
27. Behest	

PERSONNEL

"BARON CAWDCR"

MASTER	A. McKINLAY
CHIEF OFFICER	W.M. ROSS
2nd OFFICER	M.R.G. ROCHE
RADIO OFFICER	D. HEND
CADET	G.S. COPLEY
CADET	A.R. LANGFEAR
CADET	J.N. MacDONALD
BOSUN	J.M. STEWART
CHIEF STEWARD	J. BLAIR
COOK	G. HENDERSON
CHIEF ENGINEER	A.G. METCALF
2nd ENGINEER	C. McCRAE
3rd ENGINEER	J. MAIR
4th ENGINEER	J.K. KELLY
4th ENGINEER	C.S. SNEDDON
JUNIOR ENGINEER	W. MacDONALD
JUNIOR ENGINEER	R.B. SMILLIE
ELECTRICIAN	A. FANNING

"BARON FORBES"

MASTER	W. WARDEN
CHIEF OFFICER	A. HEPBURN
2nd OFFICER	K. MILLAR
3rd OFFICER	A.C. CLARKE
RADIO OFFICER	P. TINDLEY
CADET	A. KINGHORN
CADET	M. SMITH
BOSUN	O.M. ABDI
CHIEF STEWARD	E. SMITH
COOK	W. WALSHAW
CHIEF ENGINEER	T. McGHEE
2nd ENGINEER	H. OSTERMANN
3rd ENGINEER	I. NIBLOCK
4th ENGINEER	G. MacLEOD
4th ENGINEER	J. STONE
JUNIOR ENGINEER	J. HOGG
JUNIOR ENGINEER	W. McLAREN
ENGINEER CADET	W. SHIRLEY
ELECTRICIAN	J. GRAY

"BARON INVERFORTH"

MASTER	J.R.L. CAIN
CHIEF OFFICER	J. HUNTER
2nd OFFICER	A. GOODLAD
3rd OFFICER	W.D. MIDDLETON
RADIO OFFICER	J.J. McKENNA
CADET	C. ARMSTRONG
CADET	D. BETTS
CADET	A. RILEY
CADET	S. YEAMANS
CHIEF STEWARD	I. MacDONALD
CHIEF ENGINEER	J. ATKINSON
2nd ENGINEER	T. CAMPBELL
3rd ENGINEER	R. NEILSON
4th ENGINEER	A.R. SHAH
ELECTRICIAN	W. MACK

"BARON KINNAIRD"

MASTER	J.D. MINARDS
CHIEF OFFICER	I.J. BARCLAY
2nd OFFICER	C.A. ROY
3rd OFFICER	G.R. WHITTAKER
RADIO OFFICER	J. WILLIAMSON
BOSUN	W.B. HILL
CHIEF STEWARD	A.K. DON
COOK	J. BRINDLEY
CHIEF ENGINEER	R.E. BRADLEY
2nd ENGINEER	J.M. SUTHERLAND
3rd ENGINEER	J. HENRY
4th ENGINEER	P. DORRIS
JUNIOR ENGINEER	G.T. ARBUCKLE
JUNIOR ENGINEER	A. GALLAGHER
ELECTRICIAN	T.A. BROMLEY

"BARON WEMYSS"

MASTER	D.L. INNES
CHIEF OFFICER	O.L. THOMAS
2nd OFFICER	J. MORRISON
3rd OFFICER	K.J. LOGAN
RADIO OFFICER	T.G. THOMPSON
BOSUN	J.R. NORDEN
CHIEF STEWARD	T.H. EVANS
COOK	W. THOMSON
CHIEF ENGINEER	R. POVEY
2nd ENGINEER	G.S. STEVENSON
3rd ENGINEER	W. McWALTER
4th ENGINEER	D.K. CARMICHAEL
JUNIOR ENGINEER	W. BUCHANAN
JUNIOR ENGINEER	D.J. SMITH

PERSONNELON LEAVE

CAPTAIN	T.B. McLEOD
CAPTAIN	A.L. MILNE
CHIEF OFFICER	G. TOWERS
2nd OFFICER	J. PETERSON
2nd OFFICER	J. KANE
3rd OFFICER	D. VEITCH
CHIEF ENGINEER	J. MacLEAN
CHIEF ENGINEER	A. ALEXANDER
CHIEF ENGINEER	W. SADDLER
2nd ENGINEER	R. BAXTER
2nd ENGINEER	T. SMITH
2nd ENGINEER	D. ADAM
3rd ENGINEER	H. MacPHAIL
ELECTRICIAN	R. PRATT
CADET	C. GREEN
CHIEF STEWARD	A. SISI
CHIEF STEWARD	E. VAHER

STUDYING

2nd OFFICER	W. GREATORREX (for MASTER)
3rd OFFICER	J. MAIR (for 2nd OFFICER)
3rd OFFICER	A. WEIR (for CHIEF OFFICER)
CADET	A.T. KEMP (for 2nd OFFICER)
CADET	N.G. CLARKE (for 2nd OFFICER)

SICK

We are sorry to have to report that Mr. S.C. Gordon, Chief Officer, was landed ill from the "Baron Inverforth" in Japan in December. He was subsequently repatriated by air for treatment at home.

We are also sorry to say that Mr. T.R. Cowell, Third Officer, was landed ill from "Baron Cawdor" at Port Sutton in March and has also since been flown home for further treatment.

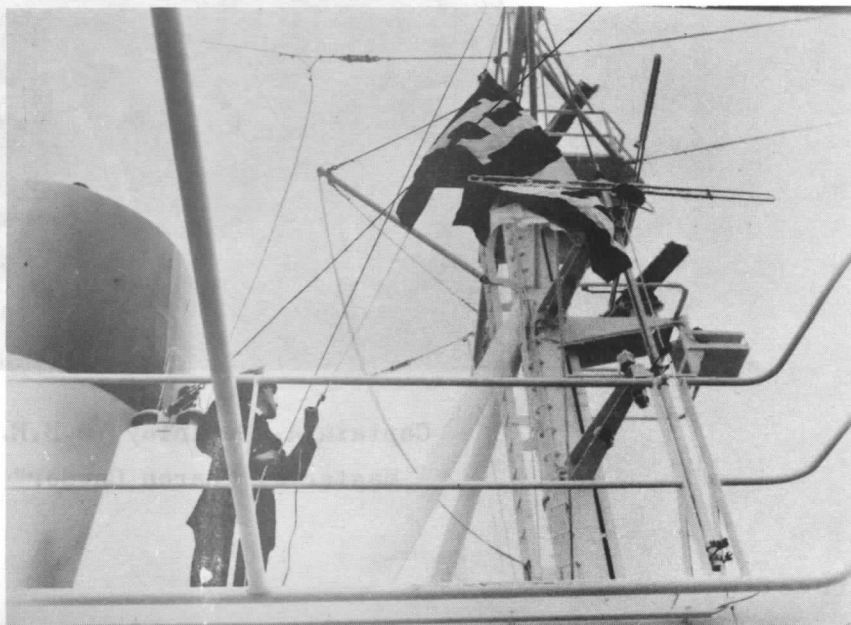


Aerial view of Horten Yard, showing "Baron Cawdor"
on slip with frigates at fitting-out berth.



m.v. "Baron Cawdor"
during
sea trials.

Apprentice
John N. MacDonald
changing flags on
our acceptance of
the ship from her
Builders



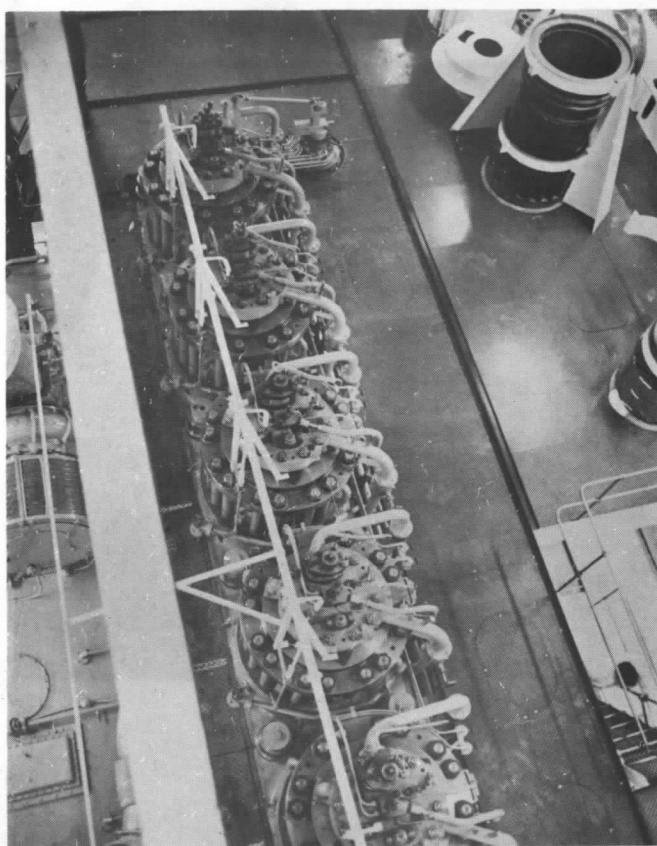


Mr. M. Langballe,
Managing Director
Marinens Hovedverft, Horten
Builders of "Baron Cawdor"



Captain A. McKinlay, O.B.E.
Master of "Baron Cawdor"

m.v. "Baron Cawdor" :
the Wheelhouse.



View from Engine-room
top platform down to
main engine cylinder
heads.

Dining-saloon
looking forward.





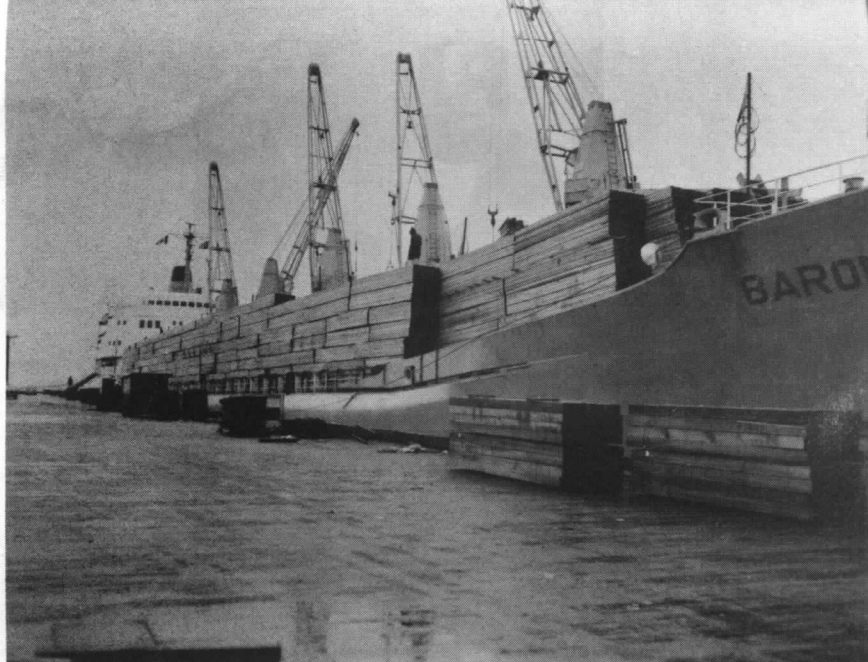
m.v. "Baron Cawdor" :
Officers' Smoke-room
and Bar.



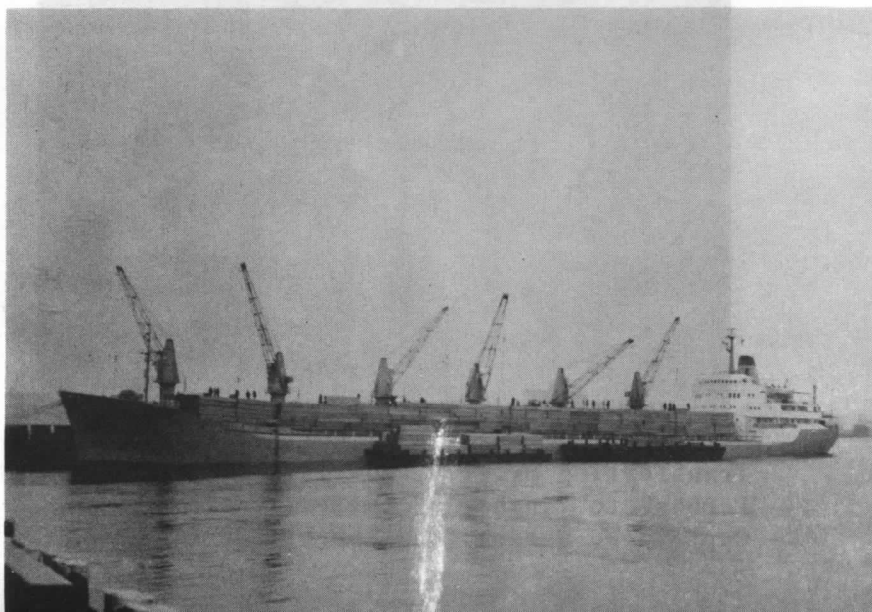
Second Engineer's
Room.



Crew's Mess-room
looking aft.



m.v. "Baron Forbes" :
loading Packaged Lumber at
Vancouver, B.C.,
January, 1968.





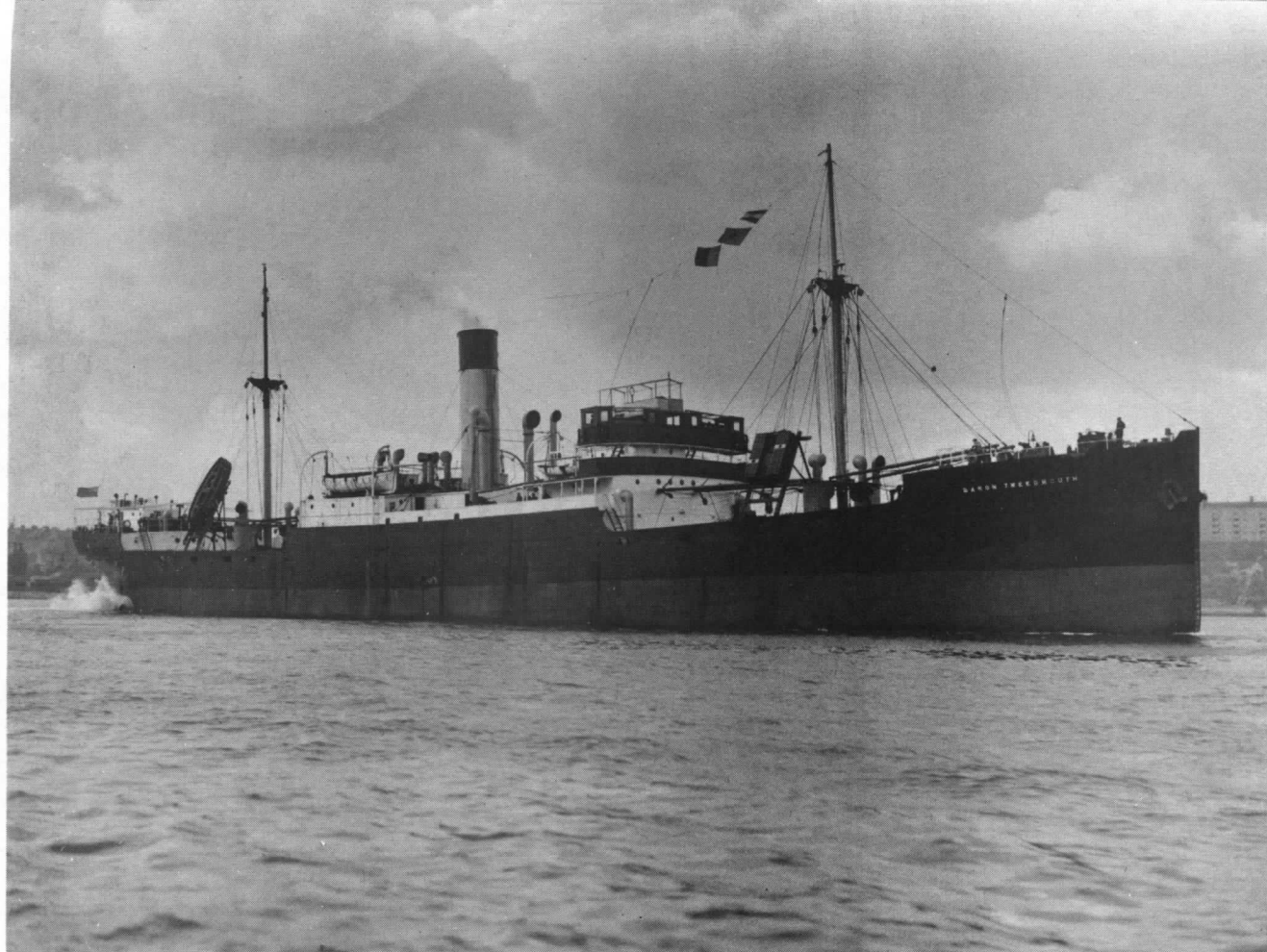
'Captain' Archie McNair and Mr. John Currie.



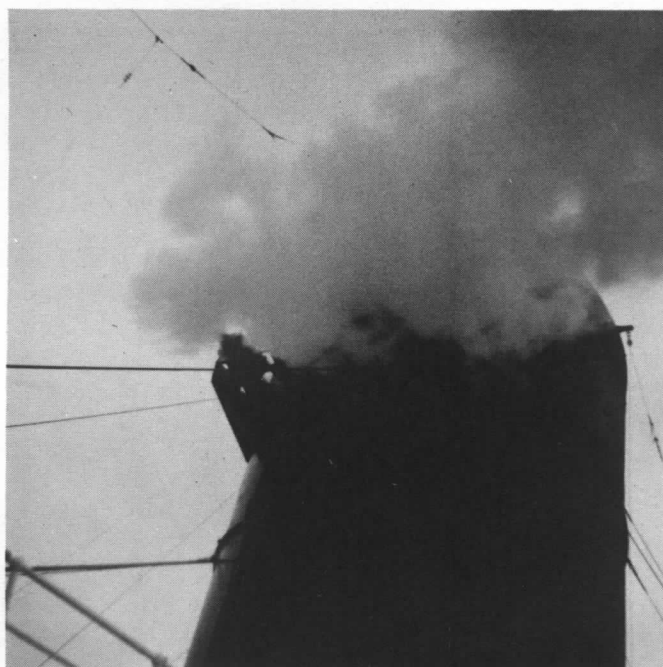
Captain G. Towers and Mr. P.G. Cassidy, R/O., (second and third from left) at a function on board "Baron Maclay" after the rescue of the Japanese fishermen from Seiki Maru No. 15.



Transferring Mr. T.R. Cowell, 3/O, from "Baron Forbes" to "Ingham's" cutter. Photo taken by Captain W. Warden from the bridge of our ship.



s.s. "Baron Tweedmouth"
(See Captain R. Gibson's Article)



The Last Blast!
R.M.S. "Queen Mary" sounding her siren
for the last time at Cherbourg when
sailing from that port on 27th. Sept.
1967.
(Photo taken by Mr. A. Herron)