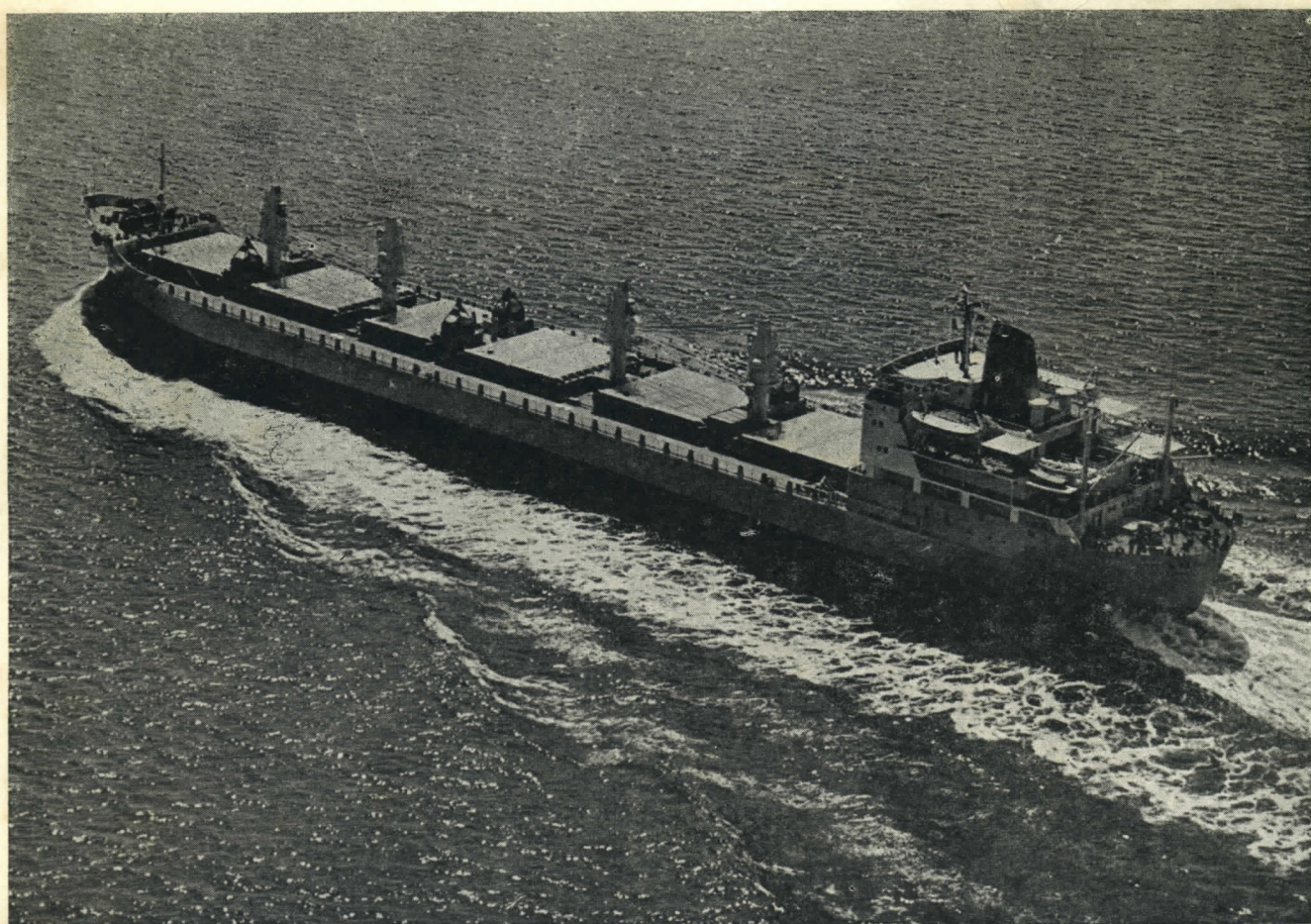


TRIAD

JOURNAL OF
Scottish Ship Management Limited



m.v. "Cape Wrath"

No. 1 July, 1968

MESSAGE FROM THE CHAIRMEN
O F
LYLE SHIPPING COMPANY LIMITED
AND
H. HOGARTH AND SONS LIMITED

It seems a suitable opportunity for the Chairmen of both Parent Companies to wish success to the new Operating Company and to express their good wishes to all concerned in the future of Scottish Ship Management Limited.

Already we are pleased to note the way that one and all are merging together and working for the common good.

Although the direct contact has been loosened, we can assure you that our interest in the welfare of the Joint Staff is undiminished and we look forward to keeping in touch with the many loyal employees of both Companies.

Once again may we wish you all good fortune in the future.

14th Sept 1944

J. Percival Repman

Scottish Ship Management and we hope to continue it at quarterly intervals.

As far as the Office is concerned, the physical upheaval is beginning to subside and here and there a human figure can be picked out from amongst the mounds of files and piles of papers - mute testimony to the merging of two office systems.

What, at one time, appeared an impossibility is now largely an accomplished fact - a very reasonable group of offices - rather bigger than most of us have been used to but nevertheless quite an attractive home for all concerned. The 'all concerned' are a great deal fitter than before the move - the distance to be covered coupled with an initially unresponsive communications system being largely responsible.

An Office Plan and also a diagram detailing the organisation of Staffs will be found on later pages. We hope that all seagoing staff who are in the vicinity will pay a visit and, provided they bring a packed lunch, someone will undoubtedly find the time to conduct them on a sightseeing tour.

This is the opportune moment and place to pay tribute to the Office Staff for their contribution during the past few months. They have been difficult months and without the Staff's help and patience they would have been a lot worse. All would agree that at one time the only thing missing was the band; alas, we nearly had that in the guise of a whistling superintendent! There have been no casualties apart from a few needing sedatives but the office side is now beginning to move smoothly and thoughts are again beginning to concentrate on external matters.

A new telex, capable of automatic transmission, has been installed and the nearby fire-extinguisher is no dummy as the former seems to glow red hot at times. We even have a twenty-four hour date clock on the wall - a matter of apprehension to some until assured that office hours remained unchanged.

Numerous ship models of Barons and Capes contribute to give a nautical atmosphere but we hope enough has been said to invite you to make your own inspection.

Triad appears in several editions and we are sorry that we must restrict circulation to some extent to preserve the personal note. The Editor welcomes contributions from all quarters, but especially from ships. Written and pictorial are equally welcome, the former need not be lengthy but the latter should be clear for reproduction purposes.

OFFICE NEWS

We offer our congratulations to Sir Iain M. Stewart, a Director of the Lyle Parent Company, on the Knighthood conferred upon him by H.M. The Queen in the recent Birthday Honours.

Mr. F. J. McKerron has been away from the Office for some time after suffering a heart attack. We are glad to be able to report that he is now much better and is, in fact, having a holiday. It is to be hoped that we will see him back in the Office before long.

Mr. J. Begg. We are sorry to say that Mr. Begg has also been unwell with the result that he too was away from the Office for a fairly lengthy period. However, he is now a great deal better and we were pleased to welcome him back to the Office recently.

Mr. W. Picken entered Stobhill Hospital on 4th July for an operation which was performed that day and we are glad to say that he is making progress.

The best wishes of his many friends, both ashore and afloat, are extended to Captain P. A. Wallace on his recent marriage to Mrs. Mae Lyon. This happy event took place at Giffnock Congregational Church on May 24th and was followed by an excellent Reception in the McDonald Hotel, Eastwood Toll. The guests were then entertained at a late show in the Pavilion Theatre. Captain D. M. Taylor acted as Groomsman whilst the Bride was ably supported by Miss Anne Hutton. Captain and Mrs. Wallace leave for a belated honeymoon in Spain on 29th June.

We hope that Captain and Mrs. Wallace will have a long and happy life together.

Our congratulations go to Mr. and Mrs. David Gray, to whom was born on 20th May their third son, and to Mr. and Mrs. James G. Marshall, whose second daughter was born on 18th March. We are pleased to report that everyone involved is doing well.

The Company, on conjunction with John G. Borland & Peat Ltd., fielded a team to compete in the Football Cup organised by the Glasgow Shipowners' Recreation Club, those participating being:-

Scottish Ship Management: Messrs. Bartke, Boyd, Doak (Captain), Halliday, Houston, Irving, Kerr, McMillan, McLeish, Picken, Robertson.

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

An account of the matches played will be found on a later page.

On 19th April the last Hogarth Golf Outing was held, on this occasion at the Helensburgh Golf Club. Messrs. A. C. Hogarth, W. Anderson, H. L. Brodie, H. Bryson, J. C. Halliday, T. B. Hamilton, D. McDougall, A. T. Rennie, E. Robertson, K. Ross and W. A. Taylor competed for the G. W. McDougall Cup and while the weather was dry and fairly sunny, with a cool breeze, the course was not in tip-top condition and did little to assist the general standard of play - the greens particularly being poor. Nevertheless, a very pleasant outing was had and the Cup was won by H. L. Brodie (with a score of 78, playing off scratch) who arranged the handicaps! (seriously, it was a well-deserved win), with J. C. Halliday second (net 79) and K. Ross third (net 80). Play was followed by presentation of the Cup and then an excellent 'golfers' tea', nicely served in congenial company and surroundings. In all, a very enjoyable afternoon and evening, marred only by the absence of Archie McNair who was to have taken part but was prevented from doing so by a leg injury. We are pleased to say that his leg is improving.

As mentioned in the April Hogarth Newsletter, Mr. McNair retired on 30th April and to mark the occasion a small dinner in his honour was held at Guy's Restaurant, Glasgow, on Monday, 1st July which was greatly enjoyed by all those present.

SCOTTISH SHIP MANAGEMENT LIMITED

Staff Plan

Chartering Division

J.P. Walkinshaw T.S. Shearer
R.J. Doak A. Jeff

A. Doig
Miss A.B. Bowie

Operations Division

W. M. Scott

Operations

T.B. Hamilton
J.F. Fulton
W. Picken
Mrs. L. Dowds
Miss A.A. Moffat

Agency

H.L. Brodie
W.A. Herron
Miss Y.M. Jack

Management Division

H.A. Walkinshaw

Research, Project and Financing

J.G. Marshall
R.S. Trythall

Cost Control

J. Begg
J. Thomson
D. Border
(Catering Supt.)
D. Scott
Miss E. Simpson

Marine Department

Captain R. Love
Captain H. Bryson
R. Morrison
Miss J. Preece

Technical Department

F.J. McKerron
K. Ross
A. McKenzie
J.A. Lazaras
J. Currie
J.A. Gray
Miss A. Sanderson

Purchasing Department

W. Anderson
A. McIntosh
I. McLeish
Miss M. Bramham

Secretary and Chief Accountant

D. Gray

General Accounts

A. McAskill
W. McMillan
R. Irving
Miss J. Davie

Marine Accounts

Captain D.M. Taylor
Captain P.A. Wallace
W.A. Taylor
Miss C. MacKenzie

Cash

E. Robertson
J.C. Halliday
Miss M. Moffat
(Typist for Secretary
and Cash Department)

Telephone Operator

Mrs. R.E. McKinnon

Receptionist

Mrs. R. Gilchrist

Office Juniors

D.C. Boyd
K. McCuish
J. Daly

LYLE, GIBSON INSURANCE.

RECEPTION.

MR J.P. WALKINSHAW.

CHARTERING DEPT.

TYPIST ROOM.

MR G. NICOLL.

MISS A.W. BELL.

MISS E. TEMPLETON

MR A.A. McALISTER

PRINTING ROOM.

1. STATIONERY ROOM

2. STORE ROOM

3. WAITING AREA

4. STAIRWAY.

5. LIFT (TO BUCHANAN ST.)

6. MARINE DEPT.

7. CAPT. R.D. LOVE.

8. OPERATIONS DEPT.

19. MR W.M. SCOTT.

20. LADIES' W.C.

21. STAIRWAY (EMERGENCY)

22. GENTLEMENS' W.C.

23. CASH DEPARTMENT.

24. MR D. GRAY.

25. TYPIST ROOM.

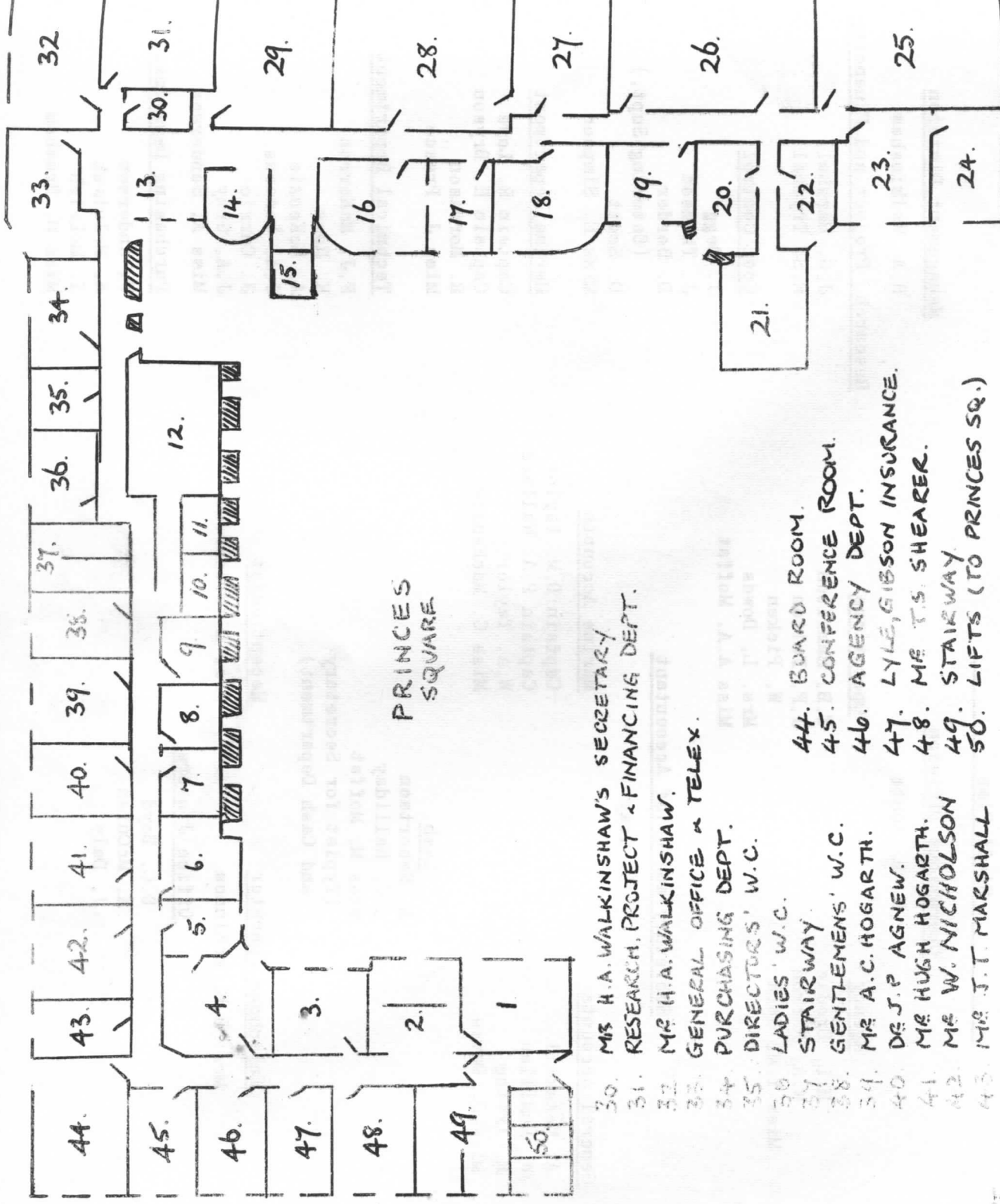
26. ACCOUNTS DEPT.

(MARINE - GENERAL)

27. MR F.J. MAC KERRON.

28. TECHNICAL DEPT.

29. COST CONTROL - CATERING DEPT



PERSONNEL NEWS

Between 19th and 24th May the crews of "Baron Forbes", "Baron Kinnaid" and "Baron Wemyss" were changed in Japan in one operation by charter flights.

Captain T.C.D. Hogg, until recently in command of "Cape St. Vincent" was relieved in Japan to enable him to receive treatment for eye trouble. Captain P. Smith assumed temporary command to take the ship to Australia and in turn was relieved at Fremantle by Captain A.C. Hunter. Captain Hogg is now home and we are glad to say that the eye condition has responded well to treatment, now being almost back to normal, but some further investigation will be carried out to determine that there is no underlying cause.

We are sorry to have to report that after having been missing for about one week, Second Cook and Baker Lachlan McKinnon, "Baron Kinnaid", was found drowned in Yokohama Harbour on 10th June. We extend our sympathy to Mr. McKinnon's relatives.

Fire on Board Norwegian Ship 'Blenheim'
22nd May, 1968.

Based on an account as told to us by Mohammed Hussein, Engine-room Storekeeper,
m.v. "Cape Wrath".

On the 22nd May Extra Third Engineer G. Law, Bosun Ali Hasan and Engine-room Storekeeper Mohammed Hussein were on board the 'Blenheim' on their way to Horten to join the 'Cape Wrath'. About 5.45 in the morning Mohammed Hussein and Ali Hasan were awakened by loud knocking on their cabin door and at the same time told there was fire on board. This was soon apparent when heavy smoke was seen through their porthole. They heard no fire alarm at any time but within fifteen minutes of being aroused they were at their lifeboat station together with other passengers. Most of these passengers gathered at this particular boat were elderly men and women and one mother with her baby. Naturally, some were showing signs of fear, particularly as dense smoke was making breathing difficult, but all entered the boat safely - Ali Hasan holding the baby and handing it into the boat. Some difficulty was experienced in lowering this boat as one of the falls was jammed and when it did run free and the boat commenced lowering towards the water it started to swing and hit the 'Blenheim's' side. After the boat was in the water and the falls cast off rowing was commenced by Ali Hasan, Mohammed Hussein and a Norwegian male passenger. The one member of 'Blenheim's' crew in the boat - a Spaniard - was unable to assist owing to seasickness!

They immediately rowed away from the ship's side to get clear of the smoke and made for a Danish fishing-boat which had arrived on the scene to assist, having seen smoke from several miles away. They were taken aboard the fishing-vessel where everything possible was done to help and make them as comfortable as possible. Unfortunately, the only food available at this stage was biscuits. After about five hours other fishing-boats had arrived on the scene in addition to three tugs, which were playing fire hoses on the burning ship, and a helicopter which removed some injured 'Blenheim' crew members to hospital in Norway.

The lifeboat occupants were subsequently transferred to the 'Braemar', a sister-ship of the 'Blenheim', where they were shown great hospitality, and taken to the Tyne. When speaking to Mohammed Hussein he seemed none the worse for his ordeal and it is extremely fortunate that all on board the 'Blenheim' were rescued and the ship herself was towed back to Norway for repair.

FLEET NEWS

"BARON CAWDOR" Sailed from Avonmouth on 3rd July after discharging a cargo of concentrates. She is now proceeding towards Tampa, where due about 16th July, to load phosphate for Western Australia and will call at Trinidad en route for bunkers. On completion in Western Australia she will return to Port Pirie to load concentrates for the Bristol Channel, again calling at Walvis Bay on the run home to lift a concentrates parcel.

"CAPE CLEAR" Is presently crossing the Pacific with a cargo of phosphate destined for Portland, Victoria and Adelaide, South Australia and is due at the first-named port 16th/17th July. After discharge she will sail for Nelson and Gisborne, New Zealand, for a cargo of logs for Japan. On completion in Japan she will cross to British Columbia to load packaged lumber for U.S.N.H. or U.K. under Time Charter to Seaboard Shipping Co. Ltd.,

"BARON FORBES" Sailed from Vancouver on 29th June with a cargo of packaged lumber on Time Charter to Seaboard Shipping Co. Ltd. She called at San Pedro, Calif., to supplement bunkers on the run down to the Panama Canal and her discharging ports are Baltimore (where due 16th July), Wilmington (Delaware), Camden, N.J. and Philadelphia and she should be redelivered about 25th July.

She will then load phosphate at Tampa Range for Australia, after which she will load logs at Napier, New Zealand, for Japan. On sailing from Japan she will again call at British Columbian ports to load packaged lumber for U.S.N.H. or U.K. on Time Charter to Seaboard Shipping Co. Ltd.

"CAPE FRANKLIN" Sailed from Seven Islands on 1st July with iron ore for Birkenhead where she is due 10th July.

During a recent passage from Monrovia to Cardiff an outbreak of fire occurred in the boiler flat of the engine room. Under the direction of Mr. G.C. Henderson, Chief Engineer, this outbreak was tackled with promptness and efficiency with the result that what might have become a very serious situation was contained and the damage suffered localised. We are glad to be able to report that apart from some minor burns and bruises, there were no injuries and all on board are to be commended for the manner in which they reacted and co-operated in a very unpleasant situation.

"CAPE HOWE" Arrived at the Tyne from Seven Islands on 29th June to discharge iron ore but, unfortunately, the railway 'work-to-rule' is causing delay in unloading although it is hoped she will complete on the 5th July.

"BARON INVERFORTH" Is on 11/13 months Time Charter to Kawasaki Kaisen Kaisha and arrived Dungun (Malaysia) on 3rd July to load iron ore. She is expected to sail on 10th July for, probably, Nagoya, Japan.

"BARON KINNAIRD" Is on Time Charter to Yamashita Shinnihon and is presently working general cargo in Pacific Northwest ports (including British Columbia) prior to returning to Japan. We anticipate she will be redelivered to us at Wakamatsu about 31st July. From there she will go to Queensland to load bulk sugar for Japan and on completion of that cargo she will go to Fiji to load sugar for the U.K. The ship has been sold to Artagan Shipping Co. Ltd., Monrovia, with delivery U.K. about mid-November.

"CAPE MARINA" Is due at Honolulu from Port Kembla on 4th July with a cargo of silica sand. On completing at Honolulu she will clear for Tampa, where she should arrive about 26th July, to load phosphate for Australia or New Zealand. After this phosphate cargo she will load bulk sugar in Queensland for the U.S.

"CAPE NELSON" Sailed from Pointe Noire, on the St. Lawrence, with a cargo of iron ore for Newport, Mon. We look for her arrival at Newport about 10th July.

"CAPE RODNEY" Sailed from Bunbury, Western Australia, on 15th June with ilmenite destined for Immingham. She left Cape Town 30th June after replenishing bunker fuel and will also call at Las Palmas for oil.

The ship's visit to Bunbury this time was something of a red letter occasion for on 13th June, whilst loading, she lifted the first millionth ton of cargo ever to pass over the wharves of that port in any one financial year and to mark the event a small function was held in the Port Authority Building to which Captain Sinclair was invited. He mentions that from the window the "Cape Rodney" could be seen loading at the Land Backed Wharf and, as the flag was lowered to indicate that the millionth ton was on board, the Port Authority Chairman made a speech and presented the Master with a book to commemorate the event. A very pleasant gesture. In addition to lifting the millionth ton, the ship had one of the deepest loading drafts to leave the port - 29' 03" forward, 29' 04" aft.

After completion of discharge at Immingham the vessel will shift to Antwerp to drydock, after which she will load pig-iron at a Continental port or ports for Japan.

"CAPE RONA" Sailed from Shark Bay, Western Australia, on 30th June with a cargo of salt for Naoetsu (N.W. Hokkaido) and Tonda (near Moji), Japan. On departure from Tonda she will return to Nauru to load a further phosphate cargo for Western Australia and after that on to Shark Bay again for another Japanese salt cargo.

"CAPE ST. VINCENT" Is at Brisbane discharging Christmas Island phosphate and is expected to sail from there on 6th July. Only part of this cargo is being discharged at Brisbane and the balance will be landed at Port Kembla. After clearing the latter port she will shift to Port Pirie to load concentrates for Avonmouth and Swansea. On the run home she, too, like the "Baron Cawdor", will lift a concentrates parcel at Walvis Bay.

"BARON WEMYSS" Is presently on passage from Hongkong to Cairns, Queensland, where she is due 7th July, and will there load bulk sugar for Japan, indicated Osaka and Hakata. On completion in Japan she will return to Queensland for another Japanese sugar cargo.

During the present run down towards Cairns the Master cabled to advise that at 2 a.m. (local time) on 29th June, when nearing Iloilo (Panay Island, Philippines), he rescued two natives from the water and landed them at Iloilo, from where he sailed at 10 a.m. on the 29th. We expect to get fuller details of this incident when Captain Innes writes from Cairns.

"CAPE WRATH" At the beginning of her maiden voyage this ship sailed from Gdynia on 10th June with pig-iron for Japan and proceeded via Flushing (where she bunkered and carried out minor crane repairs and adjustments) and the Panama Canal, clearing Balboa on 30th June. She should arrive in Japan about 22nd July. After Japan she will move on to Nauru and there load phosphate for Western Australia. After that she will load ilmenite at Bunbury for Immingham.

HAUGESUND NO. 34 This ship, presently building at Haugesund Mekaniske Verksted A/S., Haugesund, will be named "Baron Dunmore". She will be launched in October and should be ready for service before the end of the year.

HORTEN NO. 163 This ship, being built by Marinens Hovedverft, Horten, is to be christened "Cape Sable" at her launch in September and she should be commissioned by mid-December.

"BARON CAWDOR" at Avonmouth

On 26th June, 1968, the "Baron Cawdor" arrived at Avonmouth at the termination of her maiden voyage and the following morning commenced discharge of her cargo of 18,167 tons of Zinc Concentrates loaded at Port Pirie and Walvis Bay. This was the second of a series of similar cargoes to be carried under contract for Imperial Smelting Corporation (N.S.C.) Ltd., which is one of the Rio Tinto Zinc Group of Companies, and at Avonmouth has the largest and most modern smelting plant in the world for the recovery of pure zinc and lead. The first cargo was delivered at Avonmouth by the "Cape Rodney" in April of this year.

The "Baron Cawdor's" cargo was discharged mainly by shore cranes direct to plant but a parcel was unloaded by ship's crane into railway wagons for delivery at Swansea.

During the evening of Friday, 28th June, a Reception was held on board for representatives of Imperial Smelting Corporation (N.S.C.) Ltd. and Rio Tinto Zinc, The Port of Bristol Authority, The British Phosphate Commissioners, John Kilgour & Co. Ltd., Trinder, Anderson & Co. Ltd., Elder Smith & Co. Ltd. and Harris and Graham Ltd. Messrs. James and Hodder, Avonmouth, and Bethell, Gwyn & Co. Ltd., Swansea, were also represented and Mr. W.M. Scott, Mr. T.S. Shearer, Captain A. MacKinlay and Captain A.L. Milne acted as hosts. The guests were shown round the ship and were impressed by her equipment and standard of accommodation. They were able to see one of the ship's cranes working and its capabilities were obvious. The evening was adjudged by all to have been a success and great credit is due to Mr. D.T. Border and his staff for an excellent menu and first class catering arrangements.

GENERAL NEWS.

We have received from The Adelaide Steamship Co. Ltd., Adelaide, their Newsletter No.43 dated 28th June, 1968 in which they report the news of the formation of Scottish Ship Management Ltd. They extend their best wishes to us and we, in turn, thank them.

On July 1st it was reported that a record number of ships passed through the Panama Canal during the year ended 30th June, 1968 - 14,800 - an increase of more than 10% over the previous twelve months. (undoubtedly, the closing of the Suez Canal has had something to do with this).

In May it was reported that The Ardrossan Harbour Company had been taken over by the Clyde Port Authority and is to be operated as a subsidiary of the Authority.

Mr. A.G. McCrae, Chairman of the Authority, has been appointed Chairman and Mr. Norman C.B. Wright, Mr. J.P. Davidson and Mr. J. Burns of the Authority appointed Directors. Mr. J.H. Shields will continue in his capacity as Manager and Secretary of Ardrossan Harbour Company.

Steel and Bennie, Ltd., Glasgow, have taken delivery of the motor tug "Chieftain", the most powerful tug to go into service on the Clyde. She was delivered to her Owners at the beginning of June - four weeks ahead of schedule - and is the seventh tug ordered by Steel and Bennie from Scott and Sons (Bowling) Ltd. She is steel-built, single-screw and carries a crew of six.

An interesting piece of news appeared in the Glasgow Herald of 29th April last:

What is believed to be the sole survivor in naval service in Europe of a class of several hundred vessels is still in service with the Navy, based on the Clyde. She is a wooden motor mine-sweeper, 105 feet in length, built 24 years ago and now used to recover practice torpedoes fired by submarines from H.M.S. Neptune, the Faslane submarine base.

During the Second World War their designation - M.M.S. or motor minesweeper - earned them the nickname 'Mickey Mice'. The Royal Navy ceased using them as minesweepers in the mid-1950's although several other navies continued to use them for a further ten years. Two are believed to be serving as yard craft at Bombay for the Indian Navy.

MAY DAY

Village youth in times of yore used to shout "Hooray, hooray for the first of May, etc." Those days of spontaneous activity were, of course, childish frolics compared to the enterprise which combined our Parent Companies into Scottish Ship Management.

You at sea no doubt went through a normal routine if all was well. If in port a new flag would be hoisted up the mainmast - provided you had it on board!

We regret to report that a certain amount of chaos was evident on the top floor of the building. Organised chaos is understandable - any head office can produce it at the drop of a hat - but with the disorganised stuff we suffered only a select few could get into production and you lucky people at sea missed it all.

Some poor mariners, wearying their way through a leave period of the usual boring length, came up to the office for some diversion and our usual brand of enlightenment. These gents, instead of being handed their coffee, cigars and favourite liqueur, found they were divested of their jackets and told to "just take this load through to the new office, to room marked so-and-so". That was a start, once half the records were in one part of the building and the other half in ye old premises the 'phone would ring and somebody would ask for the most useless and ungodly information. By the time this was traced to a file (securely roped up because at the last flitting the key was lost or Steptoe & Son did not guarantee keys with the last job lot) the caller had gone and had been replaced by some parent enquiring when Wee Willie would be home.

After summoning latent powers of character, Willie's relative got the full toffee-ball treatment for thirty seconds and then - Click! - switchboard number one decided to borrow a line from switchboard number two - there was quite a bit of rank-pulling at the boards! Not one call is known to have started and finished without re-dialling. We really should have been dialling May Day.

One redeeming point was the vending machine which took the strain magnificently. The next piece of automation really must be a machine dispensing LSD (for Office Staff only), you guys at sea will be issued through the usual channels by Captain Taylor and Staff!

As the days followed Labour Day we are pleased to relate that efficiency was restored, waste-paper baskets being soiled only by empty coffee beakers instead of with stuff that had cluttered desks and cabinets for months, the telephone system became more or less reliable and work returned to normal, stimulated by a good spring-cleaning.

The icing has really gone on to the cake with the installation of three flag poles from which will fly the flags of Scottish Ship Management and the Parent Companies. As yet, it is not known if a Flag Officer is to be added to the Staff for daily hoistings, but if flags are to be flown only on memorable days, then the anniversary of May Day should be marked quite definitely as a flag day.

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Small boy, enthusing over the family's new house :

"It's great, I've got my own room
and so has sis, but poor old Mum
still has to share with Dad!"

A short time ago we received copies of an interesting publication entitled "Norway's Industry: Key Facts", put out by the Federation of Norwegian Industries, Oslo, (a private body based upon voluntary, direct membership of individual firms, and the chief organisation in the country overseeing industrial interests). In view of our close link with one aspect of Norwegian Industry, namely shipbuilding, we feel certain that the Federation will not object to us quoting from their booklet in an endeavour to give a deeper insight into industry as a whole in that country.

It is said that four trails criss-cross the history of Norway - the furrow of the plough, the track of skis, the wake of merchant ships and, the most modern of the four, the electric transmission lines linking power-stations with manufacturing industries. Norway is not blessed with an excessive amount of natural wealth - for instance only 2½% of the country's land surface is capable of being cultivated, a further 25% consists of forests and the balance is so mountainous as to be useless for farming or forestry. The Montesquieu Theory implies that a harsh climate breeds a hard-working people - a theory that is undoubtedly true in the case of Norway for the hard obstacles of nature would never have been overcome, and overcome so successfully, without hard work and a determination to exploit what natural resources that do exist. A measure of the country's success can be obtained from the fact that, with a population of under four million, one of the highest living standards in the world has been achieved.

Not surprisingly, Norway's manufacturing industries have their roots in the forests, mountains, rivers and the sea and there has been a successful interweaving of these to form the general picture of Norwegian Industry as we know it.

The first signs of industrial activity in Norway were to be seen in the exploitation of lumber and ore. Work in the forests at an 'industrial' level started in a small way in the 16th century with the establishment of sawmills and to-day one-eighth of total industrial output and one-fifth of total exports are taken up by forestry products. Pulp and paper mills, although smaller than their counterparts in the U.S., Canada and the U.S.S.R. are nevertheless amongst the largest world exporters and, indeed, production exceeds local supplies and lumber is actually imported to meet demand! Forestry - based industries include man-made fibres, spun rayon, denatured alcohol and numerous chemical products.

Mining is an important activity and the country figures prominently in world production of iron ore and pyrites. Linked with this is the country's vast natural resources of water-power with consequent generating of electricity which is so essential in the production of metals. It is confidently anticipated that in the near future Norway will be the world's largest exporter of crude metals and the development of the Tysland Hole Furnace for electric smelting of pig-iron and Tønnes Ellofsen's Rotary Furnace for producing ferro alloys and carbides bear witness to this claim. No longer can it be said that the only innovations of truly Norwegian origin are skiing, whaling and cheese slicers!

Fishing is one industry immediately associated with Norway, and, in common with Iceland, the country's economy is dependent upon its fisheries - it being estimated that 80 or 90% of total catches are exported and fishing activities of course create a great deal of employment in coastal districts. The processing of seafood forms an important part of the foodstuffs industry as a whole which in turn is an important part of the national economy - one sixth of all industrial workers being engaged in it.

Recent years have shown increasing emphasis being placed upon processing and production of more technologically advanced articles coupled with an increase in the output and variety of such goods. The general standard of finish is of a very high order - a fact evident immediately one enters a Norwegian shop, and the world-renowned excellence of design is also apparent. This excellence of quality and design is, however, coupled with high prices which tends to reflect the high standard of living. Perhaps outstanding amongst manufactured exports are furniture, textiles and electronic equipment.

Unlike Great Britain, France or Germany, Norway has not experienced an

where a revolution as experienced by this country in the last century has left its legacy of 'dark satanic mills', Norway has escaped this less desirable aspect of 'progress' by having a more gradual revolution more akin to natural evolution with the final result that an essentially agrarian, pastoral economy has changed into an industrial one and there is every indication that this change and expansion will continue.

Being so mountainous and heavily indented by the sea, communications in Norway have never been easy and this has naturally resulted in most of the country's manufacturing industries being situated in coastal areas affording easy access to sea transport throughout the year. Precipitous, very often unpaved roads, many of which are closed during the winter and well into the spring, do not lend themselves to easy communications - a fact experienced personally when - in summer - the drive of just over 100 miles from Bergen to the Hardanger Fiord district took four hours actual driving time, any pre-arranged time-table being thrown into disarray by an incident such as meeting a 45 foot bus at a hairpin bend on a gradient of 1 in 4 with a loose 'water-bound gravel' surface! The sheer engineering difficulties to be overcome in roadbuilding are impressive - $\frac{3}{4}$ mile long tunnels (unlit) through solid granite and spidery suspension bridges over fiords - which, incidentally might save a detour of 50 miles. These can all be encountered on E68, the main road between Bergen and Oslo.

The Norwegian railways, too, have a hard job finding suitable passes through the mountains, perhaps the most impressive of all being the Flam Railway which, in twelve tortuous, soaring miles rises from Flam, a small town at sea-level at the head of the Sojn Fiord (the longest fiord in Norway) 2,500 feet to join the main Oslo/Bergen line up on the Hardanger "Vidda", or Plateau.

It is hardly surprising, therefore, that water transport is highly developed, a development which includes an extremely efficient and comprehensive system of ferries - some quite sizeable craft with, in addition to the car-deck, lounge, dining-room and bar facilities.

Coupled with generally high wages, high transport costs undoubtedly contribute in no small measure to the high cost of living.

Not surprisingly, the heaviest concentrations of industry are to be found in and around Oslo, Bergen and Stavanger, Norway's first, second and third cities respectively, but of increasing importance are the industrial complexes up and down the West Coast and even as far north as the seaboard of Northern Norway - Norsk Hydro - Elektrisk Kvoelstof A/S's electrochemical plant at Glomfiord and the iron and steel works at Mo i Rana being cases in point. These are excellent examples of a combination of ample water (for electric power) and deep fiords to accommodate large ships. One of the major problems facing Norway is the balancing of her economic growth for, inevitably, there has been an exodus of population away from the outlying, isolated districts towards the larger, urban 'conurbations'. An attempt to achieve balance is being made by various communities planning economic 'growth areas' with the accent on new industrial areas in the hope that local populations will stay while new blood is encouraged to move in. The current trend is certainly towards a steady increase in the amount of manpower employed in industry with a corresponding decline in the numbers employed in agriculture, fishing and forestry. The actual output in these latter fields is in fact up, in spite of the manpower reduction, owing to improved production methods and greater mechanisation. In contrast to the great strides forward being made in so many quarters, it is still possible, nevertheless, to note in country districts many small one-man farms where the farmer and his family can be seen cutting grass with a sythe, raking up the cuttings and hanging them over wires suspended between poles, and even over wire fences, to dry as quickly as possible. In this way as many as three cuttings of grass in one summer season can be collected thereby ensuring sufficient winter feeding for the farmers' animals.

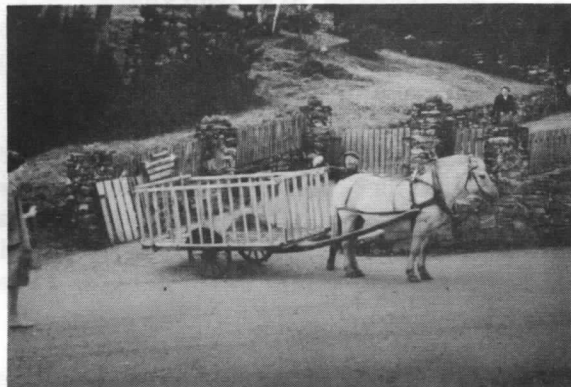
This increase in industrial manpower employed is illustrated by the fact that 100 years ago 65% of the working population was engaged in farming and forestry whereas now only 18/19% are thus engaged, this latter percentage including manpower employed in the fisheries.

Coupled with this industrial growth is Norway's enviable reputation for the orderly settlement of industrial disputes and, of course, the Company has had first-hand experience of this in the notable lack of labour unrest in the shipyards at Horten and Haugesund which has helped in large measure to enable delivery dates to be met or improved upon. It is generally acknowledged that, apart from Sweden, Norwegian workers are the best paid in Europe and with this go fringe benefits such as health insurance, holiday pay, pensions, insurance cover and vocational training.

A visit to Norway - even a short one - is enough to give the impression of a well-ordered, well-run country which is making the best use of her resources, an impression which quickly becomes conviction when the foregoing facts and figures are assimilated. This conviction is confirmed by all our Norwegian-built ships - efficient and functional and at the same time well-built, handsome and tastefully finished.



Grass drying
Norwegian style



Transport for dried
grass from the fields
to the storage barn



A 'water-bound gravel'
highway in Norway
(note tunnel in distance)



A typical Norwegian ferry,
"Rosendal" - plying between
Ulvik and Brimnes

THE LONG WALK

There is a book with this title (the author's name cannot, unfortunately, be recalled) which tells the tale of a group of men who, having escaped from a Siberian prison-camp, walked, over a period of many months, from Siberia south over the Trans-Siberian Railway, through part of Mongolia and the Sinkiang Province of China, across the Gobi Desert (where their diet consisted principally of an occasional snake!) to Tibet, through the Himalayan Mountains and into the northern plains of India, eventually arriving at Calcutta.

While not quite such a distance - and let it be emphasised right away that no-one is trying to escape from anything - the march from one end of the new Office to the other is quite impressive. If, when at one end, it proves essential to go to the other to conduct some business, it is prudent to make preparations well in advance, plan the journey in detail and ascertain that one is wearing a stout pair of shoes. It can be argued that the hazards are not as great as they might be crossing the Gobi Desert and if one should be assailed by stomach cramp from hunger or general weakness from thirst there is no need to resort to snake steak or even iron rations for commendable foresight has provided two 'machines' - strategically placed - where it is possible to obtain (at a small charge if time-keeping for the journey has misfired and one arrives at either outwith the 'free' periods) nourishing hot chocolate or refreshing tea or coffee. If the visits to these machines are not too frequent or too great use made of the seats provided along the way the amount of walking should keep everyone in excellent trim - a point not completely accepted by all for there have been many suggestions of the mode of transport which might be introduced which would mean that our figures (anatomical) would go to pot but would greatly reduce the amount of leg cramp and loss of shoe leather. Some of the suggestions put forward have been ingenious, even if somewhat impractical on the grounds of noise, expense, dirt or vibration. Among the more exotic have been a narrow-gauge railway (strongly advocated by one or two railway enthusiasts in the Office), an endless conveyor-belt (clever, but calling for consummate skill and timing when boarding and alighting), roller-skates (very practical, but extremely noisy and possibly dangerous with a lack of any effective braking system) and lastly unicycles, perhaps the best suggestion of all for such a means of transport is quiet, compact (for easy parking) and excellent exercise. Initially there might be some difficulties, particularly at blind corners, until everyone had mastered the art of controlling their steed but once this skill had been acquired and all remembered what side of the 'seaway' to keep to it should prove possible to cycle down the corridors with a certain calm dignity, bowing graciously to right and left to one's friends and acquaintances while making steady progress towards that distant goal - rather reminiscent of the old days in London's Rotten Row.

Regrettably, such a practical solution to 'sair cakes' is likely to remain only an unfulfilled dream but, nevertheless, a pleasant dream which would combine a certain old world charm with the present-day need to go forward at a lively, progressive pace.

The 'machines' referred to above merit a word or two. Like most modern, complex machinery they have a strong will of their own and, in their case, a well developed taste for money. Like contented cats, they sit purring quietly to themselves and if given something - the 'something' being four pennies or one penny and a threepenny bit - will, with a show of cupboard love, give in return, not affection such as a pussy might give, but a steaming beverage, sweetened or otherwise according to one's taste.

Their ability to prosper on a diet of money would do credit to the most avaricious 'fruit machine' in Reno or Las Vegas although, admittedly, they are prevailed upon to dispense their wares free of charge during two separate hours each day. This they do with apparent good grace but, do not be deceived, for occasionally during the 'pay-up-or-else' period they have been known to stoop

to common theft - and in broad daylight, too! There are several recorded instances of thirsty, hopeful 'vendees' putting in their money, listening to the coins descend into the innermost depths of the brute, only to be followed by, firstly a shocked, disbelieving silence and then a heart-rending cry of frustrated rage. In fairness, however, they have been known to pay out. One very sound investment involved putting in fourpence and getting ninepence back - but no drink - and another when, after putting in the prescribed amount, out came a cup of coffee and threepence change! Is it possible to hit the jack-pot and, if so, what is the prize? Perhaps a cup, filled to overflowing, with a magnificent mixture of chocolate, coffee and tea, all laced with half a pound of sugar.

The 'machines' may be temperamental, after all who isn't moody on occasion, but they would be sorely missed and, on the whole, the consensus of opinion is that they should remain in our midst.

Foot-sore.

QUIZ

- 1). What is a Runcible Spoon?
- 2). Why will the High Road get you to Scotland more quickly than the Low Road?
- 3). What is the origin of the name Gibraltar?
- 4). What is a 'Greenacre'?
- 5). In which branch of medicine does a Geriatrician specialise?
- 6). What is the origin of the term 'Indentures'?
- 7). What is an incubus?
- 8). Who was Isambard Kingdom Brunel's father?
- 9). What is 'murder by defenestration'?
- 10). Which musical instrument was banned as a 'weapon of war'?
- 11). What is unusual about a 1954 British penny?
- 12). What is the origin of the term charwoman?
- 13). What are whitebait?
- 14). Who was the 'tourist composer' who, after a Scottish visit, composed an overture describing, musically, one of the places visited and what is the name of the overture?
- 15). How many players are there in a shinty team?
- 16). What is the origin of the Bren-gun's name?
- 17). What is a 'Bonnet Piece'?
- 18). Name Scotland's oldest golf club.
- 19). What is 'Adam and Eve on a Raft'?
- 20). How many times did the ownership of Berwick-on-Tweed change before the town finally went to England?

The small party attending the trial trip of "Cape Wrath" arrived at Oslo Airport in brilliant sunshine and, after a very quick look round the International Shipping Exhibition in Oslo, proceeded by car to Horten and, on arrival at the waterfront, had their first glimpse of the impressive, gleaming grey hull of "Cape Wrath" as she lay at her berth awaiting the arrival of the guests for the following day. As the ship was not far from the hotel, it was decided to have a look round before the actual trial. On board, a very happy party was in full swing. The wives and children of several of the officials of the Yard were being shown round the ship and were receiving customary hospitality. Mr. Border was busy 'dishing out' cakes and ice cream, whilst Mr. McKenzie and Mr. Crawford (Radio Officer), in shirt sleeves, were opening innumerable bottles of Coca-Cola behind the Troll Bar, much to the delight of the children. At least one little girl was in traditional Norwegian costume which, by today's standards, was far from 'with it' but, nonetheless, added much colour to the scene. One boy is reported to have consumed no less than fifteen bottles of Coke!

The trial trip day was no less brilliant than the previous day and, on arrival at the top of the gangway, the guests were greeted by Mr. Langballe, Managing Director of the Yard. At 10.15 a.m. prompt the "Cape Wrath" left the quay, assisted by one tug, and was soon under way. It was obvious that the guests were impressed with the extremely high quality of workmanship throughout the accommodation. Particularly favourable comment was made on the layout and design of the wheelhouse, which follows closely that of the "Cape Clear". The other most attractive feature was the open-plan design of the saloon and smokeroom, with the Troll Bar in the corner which is well illustrated in the accompanying photograph. All accommodation is lined with Perstop (similar to Formica) and this material gives an extremely fresh, clean finish; not only is it fire-resisting, but it should be easy to keep clean. On Captain Baker's desk lay an attractive Visitors' Book which the guests were asked to sign. This was the gift of Mrs. Langballe (the ship's Sponsor) to the vessel. The engine-room was spotlessly clean and had an air of spaciousness, despite the large amount of equipment contained therein - a real credit to those who fitted the ship out and also to those who planned the layout. By lunchtime "Cape Wrath" was on the measured mile and the absence of vibration, even in ballast with the engine turning at 122 r.p.m., was most noticeable.

At 12.30 the guests sat down to an excellent lunch. Early on Mr. Langballe made a short speech of welcome and it was obvious that he was very proud of this ship. As is usual on such occasions, a sweepstake had been arranged to guess the speed over the measured mile. This turned out to be 17.068 knots and the winner was given a bottle of whisky. The proceeds of the sweepstake were given to the local spastic fund. After lunch a short speech was made by Mr. Nicholson who assured Mr. Langballe and all present that he was delighted with the ship and that her acceptance by the Owners was a mere formality. He congratulated all concerned in the building of the ship and, as a mark of appreciation, handed over a cheque to the Club Foreman for his benevolent fund. Mr. Walkinshaw, Captain Baker and the Mayor of Horten, who was one of the guests, also made short speeches.

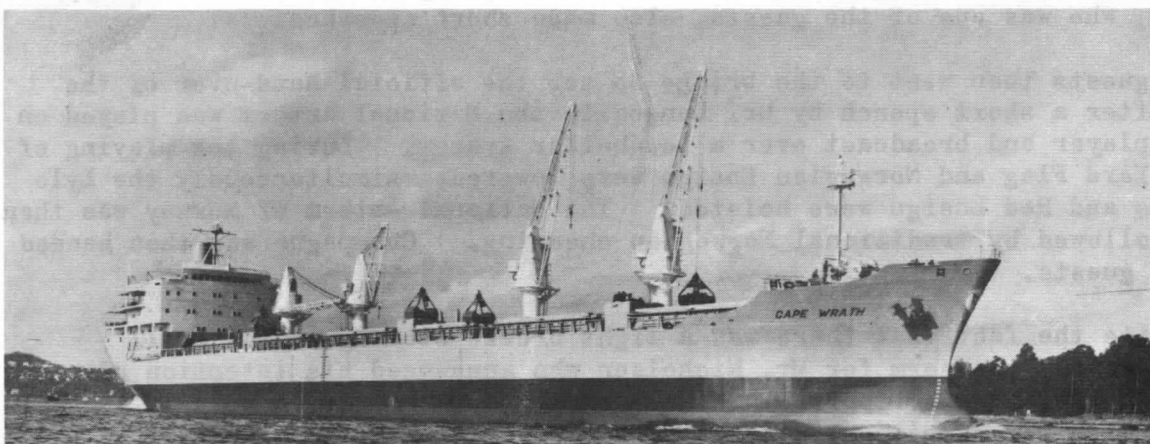
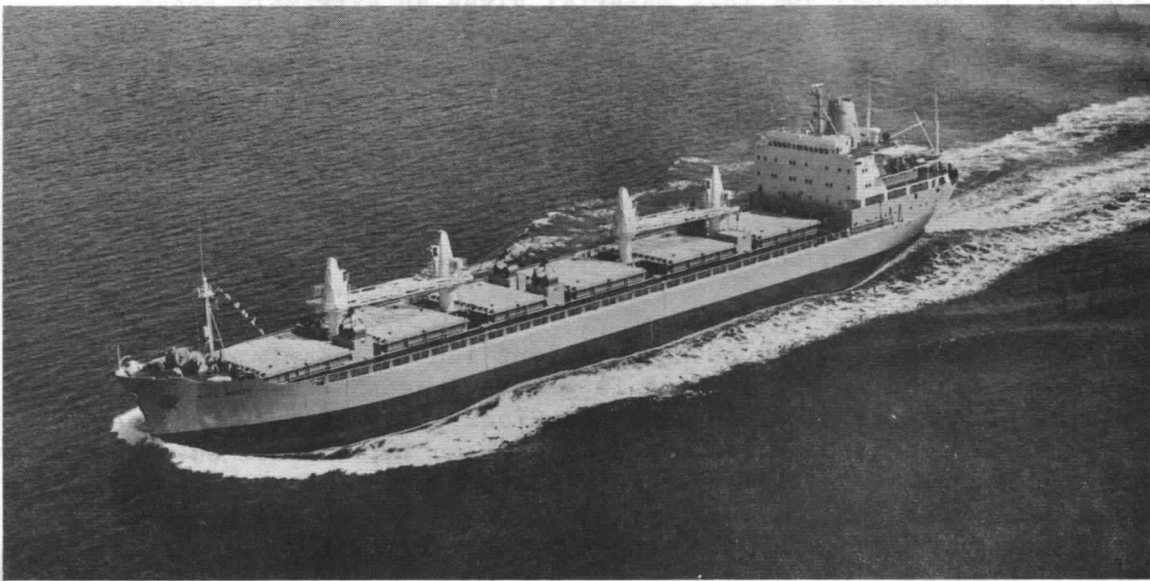
The guests then went to the bridge to see the official hand-over of the ship. After a short speech by Mr. Langballe the National Anthem was played on a record player and broadcast over a loudhailer system. During the playing of this the Yard Flag and Norwegian Ensign were lowered; simultaneously the Lyle House Flag and Red Ensign were hoisted. The National Anthem of Norway was then played, followed by traditional Norwegian cheering. Champagne was then handed round the guests.

Despite the fact that there was a light breeze blowing it was still warm - obviously too warm for Mr. Nicholson who announced his intention of christening the swimming pool. This he promptly did, wearing a pair of trunks presented with the compliments of the Yard. The water temperature in the pool was frighteningly low as the water had just been taken from the fiord shortly before but this did not deter Mr. Nicholson and one other Norwegian guest.

The time slipped past very quickly and the ship was soon anchored off Horten where the guests disembarked. They did so with the knowledge that a further very fine unit had been added to the fleet. All good wishes to Captain

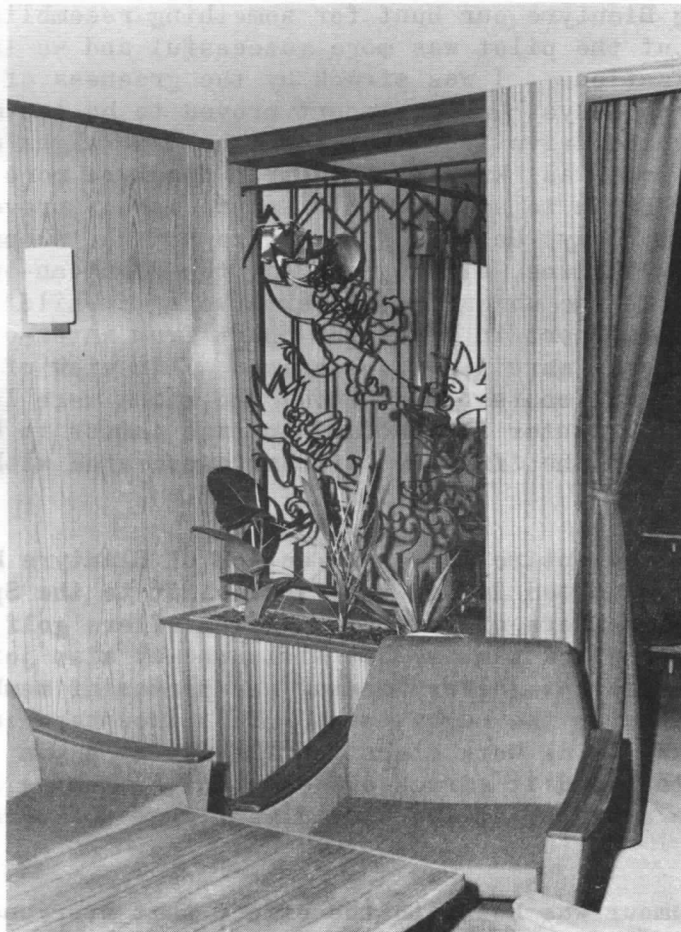
m.v. "CAPE WRATH"

Photographs taken during Trials off Horten
(in upper photo note swimming-pool abaft funnel)



m.v. "CAPE WRATH"

Officers' Smoke-room and Troll Bar from Saloon



Corner of Officers' Smoke-room

Miss Elizabeth Templeton has been kind enough to give us for inclusion in 'Triad' the following account of a trip made earlier this year to the southern part of Africa.

AN AFRICAN JOURNEY

A wedding invitation from abroad is usually received with gratitude mixed with regret - gratitude at having been asked and regret that the possibility of accepting is remote. This happened to my mother and me on a particularly gloomy day last December - a cousin was to be married in Malawi, formerly Nyasaland, in February - and the invitation was accompanied by a strong plea to accept. Anticipation of a pleasurable journey such as this promised to be can often be one of the most enjoyable aspects and after much preparation and mounting excitement we left Glasgow by train for London, preferring the rigours of winter rail travel by night to the possibility of flying to London, perhaps being delayed by fog, and ghastly, calamitous thought - missing the flight leaving Heathrow for Blantyre, Malawi. It would have been a long wait for the next 'plane, There is only one flight per week!

The outward flight was via Zurich, where there was a thirty-minute stop, and Nairobi - this second leg taking 7½ hours and proving fairly tiring. Although only 8 a.m. in Nairobi, the heat was already intense and proved to be a foretaste of what was to come. The Kenyan rains were late and this combined with the heat, gave the countryside a desiccated look. The final leg to Blantyre was completed in two hours - a commentary on jet travel; the V.C.10 made light of huge distances.

On approaching Blantyre our hunt for something resembling an airport proved fruitless, but the pilot was more successful and we landed far from any apparent civilization. I was struck by the greenness of the vegetation - in marked contrast to Kenya. The airport proved to be ten miles out of Blantyre, and during the drive into that town the first signs of 'civilisation' appeared, mud huts known as 'kraals'. Nearer Blantyre more conventional (to my eyes) houses began to appear and Blantyre itself proved very civilized! It is comparable with, say, Helensburgh in size and the shops, perhaps inevitably, are largely owned by Indians, although one or two European-owned ones were evident in addition to the ubiquitous supermarkets. While there are shops, there is no public transport in Blantyre, apart from inter-city coaches and a car is a must if "shanks'mare" is to be spared. In view of the heat, walking was to be avoided at all costs (like Kenya, the rains were late) and the sudden transition from winter in Scotland to late summer in Malawi called for some adjustment. Even the 'fresher' weather associated with the rains is hot by our standards.

It seemed that the entire European section of Blantyre knew of our coming, an impression formed during our first visit to the Sports Club. At the 'whites' are members of this Club, which offers golf, cricket, bowls rugby, football, soccer and tennis, but Africans may also join. Indeed, one African is an excellent golfer, several are permanent members of the soccer team and one is in the rugby team. The atmosphere in the Club was pleasant and informal. As work stops for the day at 4 p.m. the club became busy after that and it struck one as strange, coming from conventional Glasgow, seeing men arriving at the Club direct from work dressed in shorts and sports shirt.

A persistent rumour was heard to the effect that everyone rose each morning at 6.30 - a disturbing thought - but in fact on our first morning we were awakened at 5.30 by native drums and this as much as anything

brought home to us that we were indeed in Africa. These drums form an 'alarm' call for practically every African village and farm compound, being sounded daily at 5.30 and 6. a.m. However, these drums were only the first of many strange sounds heard during the trip.

A stay of $3\frac{1}{2}$ weeks in Malawi meant an opportunity to see a considerable part of the country with its varying scenery which in places strongly resembles areas of Scotland. Such sightseeing is done, however, in spite of the roads which, generally speaking, leave much to be desired, being a car's width of tar with loose sand on either side. Our longest journey was to Lake Malawi (formerly Lake Nyasa) which forms most of the eastern boundary of the country. This involved a run of 150 miles, 100 of which were over dirt roads, and as there had been some rain just prior to our journey, the heavily-laden Volvo managed to perform some alarming skids. Our target at the lake was a luxurious bungalow, brick-built with a corrugated roof and with a verandah or "condi" to give its local name, running the full length. This "condi" is enclosed with mosquito screening - an essential as the humidity means ideal breeding conditions for these pests. A weekly dose of anti-malarial tablets is a 'must' but the little brutes were expert in seeking out fresh blood. The beautifully furnished house was rented from its owner by the Malawi Development Corporation who allot it in turn to their senior personnel. It was surrounded by a well-tended garden and had its own beach. One required to be careful when swimming as crocodiles are known to be in that vicinity of the lake.

The first night at the bungalow really brought home to one that this was the centre of Africa. All the bush noises were to be heard and while deriving some comfort from the sound of crickets, peace of mind could be disturbed when louder noises encroached and the sign nearby imploring one to "Beware of Elephants" was recalled. Lack of sound represented, in my imagination, a bigger and more ferocious animal or longer and more venomous snake and sleep that first night was slow to come. In retrospect, it is improbable that anything could have entered the house particularly as we were protected by a 'Landau' or watchman, doing his rounds with a lantern but the coming of dawn, with a magnificent sunrise, was greeted with relief nevertheless. Sunsets at the lake were also lovely and that seems to be the time of the day most favoured by the local monkeys who spent the cool of the evening playing on the beach!

During our stay at the bungalow we were joined by the British High Commissioner for Malawi, Mr. Tull, a most charming person who was interested to hear about Scotland.

At the end of an unforgettable $3\frac{1}{2}$ weeks in Malawi the time came to move on to Rhodesia and the journey to Salisbury was accomplished by car. Once again, this journey was notable because of the 'roads', the surface of which was fine sand interspersed with boulders. Twenty-five m.p.h. can be considered a good speed in such conditions and, feeling sick and shaken, we arrived at the Malawi/Portuguese East African border. The inevitable form-filling and customs search was completed at a customs-post about ten miles from the actual border after which a run of 150 miles brought us to the town of Tete, on the Zambesi River. It was oppressively hot there and great was the relief when the ferry arrived to carry us over to the other side. The river at this point is about one mile wide and the ferry proved to be a wooden raft pulled by a launch. During the crossing the 'flotilla' was going forward one minute, to left or right the next according to the current and it seemed a long 20 minute crossing. Another hot, dusty drive took us to the Rhodesian Customs post and after that, the roads gradually improved until we joined a 4-lane highway and before long arrived at our destination, a farm about 40 miles from Salisbury. After entering Rhodesia we remarked upon the number of Africans who waved to us as we passed and it occurred to us that they were from Malawi and had spotted the Malawi license plates. Many people from Malawi do enter Rhodesia to look for work and we encountered another instance of this when the waiter at a small hotel beside Lake McIlwaine (the Salisbury 'water works') spoke frankly to us after seeing the car's Malawi plates. He too came from Malawi, but like so many others had to leave his native country to seek work. He said there simply was not sufficient work for everyone in his country and without doubt the lot of the average African in Rhodesia,

contrary to various reports, seems good if not better than in Malawi. Those in the former country (at least those whom I saw) were fairly well dressed whereas so many in Malawi appeared to be 'dressed' literally in rags. It seems that in common with many parts of Africa if one member of a family is earning this is sufficient reason for the other members to do nothing and certainly one saw large numbers of Africans sitting at the roadside apparently just watching life go by, and this does seem to reflect the relative conditions in the two countries. Dr. Banda has stated that, while of course endeavouring to raise the living standard in Malawi, a goal which he is successfully achieving, he cannot do this without the Europeans in his country to help him. He appears to be one of the most enlightened African leaders.

Soon after arriving at the farm we paid our first visit to Salisbury - a beautiful city with broad tree-lined streets and gardens full of exotic flowers and trees, one of the most arresting of the latter being the Australian Flame. Sanctions seemed little in evidence with shops well filled with high-class goods at moderate prices. Clothes particularly seemed reasonably priced - in many cases cheaper than the U.K.

Later, a run into the northern part of Rhodesia meant being stopped at road-blocks in view of the terrorist activity from Zambia and our destination this time was a farm in the area of Tengwe where pipe and cigar tobacco is grown. The crop seemed a good one in spite of the drought conditions experienced in Rhodesia during our visit. This area of Tengwe has been very largely developed by the farmers of the area themselves. Purchase of land means procuring virgin 'bush' and it is then up to the individual farmers to gradually develop their property. The first task is to find water and, after finding a 'bore-hole' land is cleared to build a house, help in these activities being given by 'boss-boys' or African helpers. Such a laborious method of farming means much sacrifice and even privation and it was therefore difficult to imagine that the prosperous, comfortable farm where we were staying was, not so long ago, just wild bush. In addition to the house itself, there were two substantial tobacco barns and livestock was composed of five dairy cows, a large herd of Kaffir cows and quite the weirdest flock of sheep imaginable. All the farmers in the Tengwe area are, without exception, around thirty years old and, after purchasing their land, have lived the life of 'frontier pioneers' to establish their farms.

During our stay in Tengwe, it was reported that over one hundred terrorists had crossed the Zambesi into Rhodesia which meant the farmers were all on 'stand-by' as voluntary members of the Security Police in the capacity of Special Constables. Mainly, they man the road-blocks but those that have had special training might have wider duties and are generally the first to be called out during an "alarm". At such a time women and children must stay at a farm where there is at least one man and on this occasion, when terrorists had crossed the Zambesi from Zambia about 100 miles from Tengwe, the nights were times of apprehension - made more eerie by the absence of the usual 'African night' noises. With lights out even reading to calm one's fears became impossible and when we heard that this was the largest group of terrorists to cross to date and that three had been caught only 40 miles from Tengwe it was generally agreed this was too near for comfort.

On our last night at Tengwe a troubled sleep was rudely interrupted by the most terrifying bellowing which gradually got nearer and nearer. This must be the worst, or at best an elephant bent on knocking down the house (which was called Elephants' Rest!). The relief was such that I could almost have hugged the brute when it was discovered the roaring was only one of the Kaffir cows looking for its calf!

The farmer volunteers duly returned and it was upsetting to hear at first-hand what these men have to contend with so near their own homes and it was also inevitable that one pondered over the policies of those who appear to support a country which is apparently housing communists from all over Africa.

Our stay in Rhodesia was underlined by the wonderful hospitality everywhere we went and, in spite of the present 'troubles', visitors from Britain are made very welcome. As in Blantyre, Tengwe has its club where one was welcomed with enthusiasm and the club visitors' book contained many names from the U.K.

included amongst these being a former assistant Editor of the Glasgow Herald who, by all accounts, is highly regarded in Rhodesia.

Sadly, the time to leave Rhodesia arrived and, a change from so much 'plane and car travel, we left Salisbury for Cape Town by train. This proved a long journey, broken into periods of boredom such as when crossing the apparently endless veldt and great interest when we stopped at towns like Bulawayo and Kimberley or when passing through the Hex River Valley. The distances involved were brought home to one when, having left Bulawayo at 10.30 in the morning, by 4. p.m. that day we found we had only gone 120 miles and had still 1,250 miles to cover before reaching Cape Town! The line passed through Botswana, formerly Bechuanaland Protectorate, which seemed to consist of nothing but endless bush with no evidence of cultivation. At one stop there we were invaded by at least 200 African traders plying their wares.

An early morning arrival at Mafeking, where the Customs boarded the train, heralded our arrival in South Africa and as the motive power from there was diesel our speed increased measurably. The whole run from Mafeking to Cape Town was interesting with the train passing through the grape-producing area of Cape Province and some quite mountainous country.

On arrival at Cape Town, a combination of fatigue from the journey and the prevailing heat influenced us to go direct to the ship rather than attempt a quick tour of the city. The ship was the "Pendennis Castle", a lovely vessel, and her sailing from Cape Town was full of colour and excitement - the quay being packed with people and with streamers connecting the ship and shore.

After almost constant travel the voyage home was a wonderful relaxation and, apart from some pitching prior to our arrival at Las Palmas, the sea was smooth - even the Bay of Biscay was like the proverbial millpond. Thus ended the holiday of a lifetime which has left us with many memories of the rapidly-changing continent of Africa.

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A minor crisis developed not long ago in Vancouver, where there is a sizeable Italian population, when in the normal course of events young children were sent to school by their parents with a bottle of chianti or other wine in their lunch boxes. The school authorities had to request an immediate stop to such a practice when it was discovered that other young pupils of non-Italian extraction were found to be catching on fast!

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During the recent 'work-to-rule' on British Rail a two-mile queue built up behind a Mini which was limping along a road near Exeter with what appeared to be a burned-out clutch. Appropriately enough, the car's registration letters were N.U.R. !

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Not long ago on television, actor and comedian Stanley Baxter introduced a programme called Parliamo Glasgow ('or was it "Glesca"?) in which he endeavoured to introduce to the more illiterate amongst us that flowing lilt more generally known as 'the Glasgow accent'. To many who have spent a life-time in Glasgow this accent can still hold a depth of mystery - as those who have been confronted by an irate tram conductress in the pre-Pakistani days can testify, and it is just possible therefore, that the undernoted 'free translations' could conceivably save the day in the unfortunate event of you being stranded in the wild fastnesses of Bridgeton Cross and hearing the approaching war-cry of:

"Kaw-ra-feetfraeum!" which, being translated, becomes the more recognisable "Remove his poise".

Here are a few more:-

"Errapolis" "Beware friend, the constabulary approacheth", followed by:-

"Awa-ral-meltye" "Proceed before I chastise you".

Should a visitor on board one of the new ships approach the bar, the following request might not be in a foreign language.

"Geesacupplaweescrootaps" which is the polite way of requesting "Two more light ales please, Bartender", or if the visitor is too early he might draw the Bartender's attention to his presence with "Oopenupfurgoadsake!" or, "Here, I say, open up I'm thirsty!".

The list is almost endless:-

"Zarabestyecandae" "Your efforts are hardly on the highest plane".

"Fellafellafacaur" "Traffic accident".

"Flymanyoo" "Your character is beyond reproach".

"Yup?" "Have you risen from bed yet?".

"Mup" "Yes I have risen".

OR

"Yupyet" "Call to work"

"Mupnoo" "Which is the answer to the above".

"Seezubunnet" "Pass my hat, please".

"Shiftyerspuds" "Excuse me but your feet are in the way".

"Geezagander" "Kindly allow me to study it".

"Weechookieburdy" "Our pet canary".

"Ureyefurup?" "May I have the pleasure of this dance?".

which would be a logical follow-on from

"Bupferyeranite" "I will call for you this evening".

and if the evening does not prove a success it could bring forth the answer-

"Drapdeid!" "Kindly don't annoy me".

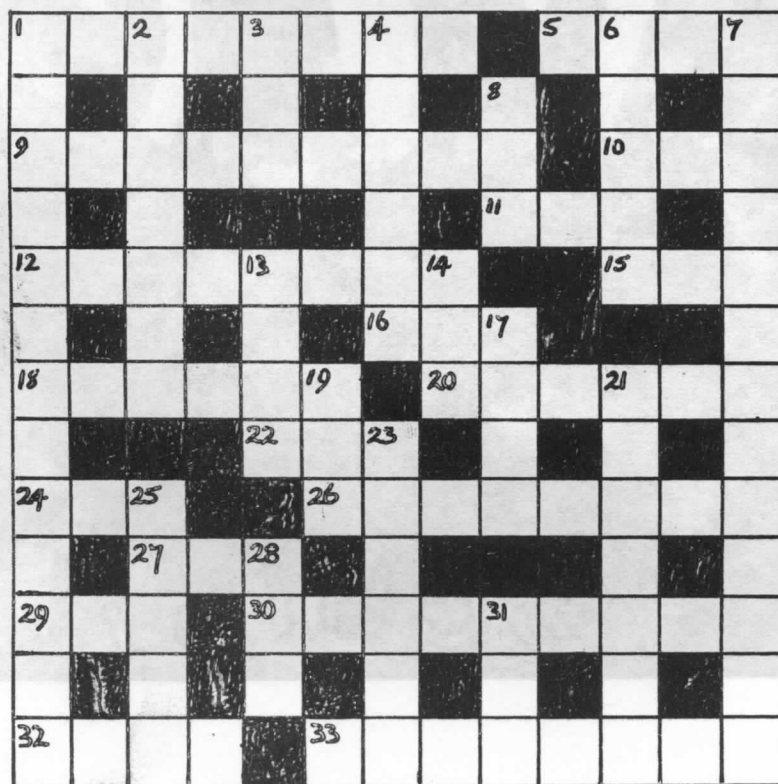
which might be the rejoinder if an unjustified flush of self confidence had encouraged "Seezahudyarchassy" or, in less colourful terms "Please allow me, madam, to place my arm around you".

After such a retort to a tender request an invitation to meet another evening might sadly result in the cutting "Nuttonyernellie" or "I'm awfully sorry, but I really must decline".

With the assistance of the foregoing it is confidently anticipated that any visitor to the office will be better able to understand what we are talking about!

Across

1. Coins of the Realm (8)
5. Truth (4)
9. To understand (9)
- 10,11. A selfish aim in life (3, 3)
12. A neat lass, quite a flower in fact (8)
15. The female of the flock (3)
16. The last word (3)
18. Perhaps sad stories set to music (6)
20. A shortage of thread here (6)
22. You will spoil it if you break his arm (3)
24. To understand (3)
26. Equality starts this curve (8)
27. By birth (3)
29. Funny if there is no room here (3)
30. In effect I make it capable (9)
32. Clap it on and get moving (4)
33. Looked down upon (8)



Down

1. The finest vessels get together at the athletic contests (13)
2. A lowly class of animal (7)
3. Women are her daughters (3)
4. Consolidated milk curd (6)
6. Dwelling made from a mixture of sun-baked bricks (5)
7. Soft-centred! (6, 7)
8. A confused rabbit is quite poetic (3)
13. Wander about (4)
14. Repeat 16 (3)
17. Ten Greek prefix (4)
19. A confused snake found in the tree (3)
21. Disturbers of the peace (7)
23. A bit of a gamble (6)
25. It started a nuisance and ended in boredom (5)
28. Shocking fish? Could be! (3)
31. A prize vessel - competed for (3)

THIRTY-SECOND ANNUAL DINNER OF THE GLASGOW SHIPOWNERS'
AND SHIPBROKERS' BENEVOLENT ASSOCIATION

Held at the Grosvenor Restaurant, 11th February, 1938



Left to Right : Mr. James Shearer, O.B.E. (Croupier), Mr. William F. Robertson, B.Sc., J.P. (Chairman of The Clyde Navigation Trust), Sir John Stewart (Lord Provost of Glasgow), Mr. Hugh R. Buchanan, LL.B., S.S.C. (Dean of Faculty of Procurators), Mr. J.A. Ralston Mitchell (Lord Dean of Guild), Mr. S. Crawford Hogarth, J.P. (President), The Hon. J.P. Maclay, M.P. (now Lord Maclay), Mr. (later Sir) Cecil M. Weir, M.C., Sir Archibald Campbell Black, K.C. (Sheriff Principal of Lanarkshire), Mr. Hugh M. Dickson, Mr. Claud A. Allan, D.L., and Mr. Lawrence Glen, J.P.

(Photo by courtesy of Glasgow Herald)

hollowed out like a spoon. ('runcible' - a nonsense word of Edward Lear, 1888)

- 2) Because the Low Road is the road of death.
- 3) It was named by Tarik ibu Ziyad, Ruler of the Moors, who captured the Rock in 711 A.D. and named it Gibel Tarik (Tarik's Mountain) after himself and from which the modern name is derived.
- 4) A term used to describe cargo which has fallen out of a sling. The origin of the term comes from a murderer of that name at whose 'execution' last century the rope broke and he and the hangman disappeared through the trap!
- 5) The care of elderly people.
- 6) An agreement which was divided into two or more parts - each part being so 'indented' along an edge to ensure that it fitted into the other piece, thereby proving that each piece was part of the same agreement.
- 7) A weight preying upon the mind, or a nightmare. An evil spirit which supposedly descends upon a sleeping person.
- 8) Sir Marc Brunel, also a famous engineer.
- 9) Murder committed by throwing the victim out of a window.
- 10) The bagpipes, after the Jacobite Rebellion of 1745.
- 11) It is very rare. Only a few were struck by the Royal Mint simply 'for the record' and none went into circulation.
- 12) Derived from the word 'cheer' - to work hard.
- 13) The young of herring and sprats.
- 14) Mendleson, The Fingal's Cave Overture.
- 15) 12.
- 16) Prior to the Second World War the gun was manufactured in Brno, Czechoslovakia, and Enfield, Essex and the name was formed from the first two letters of each place-name.
- 17) A gold coin minted during the reign of James V of Scotland showing the king wearing a bonnet instead of a crown.
- 18) The Honorable Company of Edinburgh, established in 1744.
- 19) Two eggs on toast. Scrambled eggs on toast are described as 'Adam and Eve wrecked'!
- 20) 13.

CROSSWORD SOLUTION

Across

1. Currency.
5. Fact.
9. Apprehend.
- 10,11. Own, End.
12. Primrose
15. Ewe.
16. End.
18. Operas.
20. Dearth.
22. Mar.
24. See.
26. Parabola.
27. Nee.
29. Inn.
30. Efficient.

Down

1. Championships.
2. Reptile.
3. Eve.
4. Cheese.
6. Abode.
7. Tenderhearted.
8. Ode.
13. Roam.
14. End.
17. Deca.
19. Sap.
21. Rioters.
23. Raffle.
25. Ennui.
28. Eel.
31. Cup.

The following account of the carriage of a concentrates cargo has been received from Cadet G.R. Watterston, presently serving on "Cape Wrath".

(3) It was named by Farin the Etyed, Huler of the Moors, who captured the

The last vessel on which I was serving carried a cargo of zinc concentrates from Port Pirie, South Australia, to Avonmouth, England.

About 230 miles from Port Pirie there is a large mining area called Broken Hill where various types of ore are mined and then exported at the nearby ports in the Spencer Gulf. In Broken Hill zinc concentrates are loaded into waiting railway wagons, which carry a total load of nineteen tons, and are then sent to Port Pirie. On arrival there moveable cranes discharge the concentrates onto the wharf where the ore is hosed down regularly to prevent it blowing about. It is then taken to the quayside by lorries and the vessel proceeds to self-load. At various stages of loading chemists test the concentrates in each lorry before they are emptied to ascertain the moisture content. When the vessel is loading a tally is kept by the cadets on cargo-watch of the number of lorries emptying their contents on the quayside, thus enabling the ship's officers at the end of the day to total up the number of lorries and use this figure with the ship's own figures to estimate the number of tons loaded during the day, as each lorry carries a total load of about 6.30 tons.

When loading is completed the cargo must be trimmed-off in each hold for when the vessel is at sea it is liable to shift if left in a cone shape; this could have very serious consequences. If allowed to mix with water the concentrates become like mud and an important factor to note is that if the moisture content of the cargo on board is greater than 14% it is considered extremely dangerous so a vigilant watch must be kept to make sure the trimming is carried out satisfactorily. Unfortunately, while the vessel is at sea this cargo solidifies after a time and this leads to difficulties at the port of discharge.

Concentrates are used in chemical plants to produce sulphuric acid - the percentage of zinc in a full cargo is usually around 95%, the remainder consisting of copper, silver and gold.

One final point: I sympathise deeply with any poor cadet who has to suffer the task of cleaning the bilges after the cargo has been discharged as the odour from concentrates has to be inhaled to be fully appreciated!

During the building of the trans-continental railroad across the United States one hundred years ago one of the construction camps at a temporary rail-head in the Nevada Desert had no name but very soon became known by the most prominent object in the place - a huge sign which said : TO BAR. With the sound logic of the frontier it was subsequently decided not to bother wasting time trying to think of a suitable name for the place after it achieved a degree of permanence and to this day the town is called Tobar!

ng: "If it moves, salute it, if it doesn't move, paint it" !

As mentioned in the Office News, the Company fielded a team, along with Borland and Peat, to compete in the Glasgow Shipowners' Recreation Club Football Cup, 1968.

Our first game in the Cup was played in pleasant weather during the evening of April, 25th. at South Pollok, our opponents for this game being City Line, the team we met in our first game last year. This match was quite even in the first fifteen minutes but soon our forwards were pressing the City goal and looked like scoring. Sure enough, our forwards put us into the lead with some good moves. City, though, hit back quickly which seemed to upset our team and our defence looked ragged, clearing the ball anywhere to allow us time to steady up. Alas, we were unable to withstand City's pressure which resulted in them getting an equaliser. City, spurred on with this goal, kept pressing and scored again, although the keeper should have had it covered. So, with the whistle for half-time we were 2-1 down. In the second half it was a different story with City on the defensive and our forwards right on top and playing some attractive football with the result that we scored a further four goals (one from a penalty) to make the final score 5-2. We were now on our way to winning that Cup!

The second game was to have been against Roxburgh/Henderson/Constantine but, owing to difficulty in getting a pitch, the game was declared void and at this stage of the Competition we found ourselves in the position of needing only one point from our last two games to reach the Semi-Final.

The third game, against Escombe McGrath, was played at Cardonald on 9th May in the worst possible conditions. The wind was blowing a gale, with driving rain, and the pitch resembled a bog. In this match we were without our star centre-half, he having suffered a leg injury in the previous game. The game had not long started before the players looked like coalmen and our goal had some narrow escapes; but, we were doing most of the attacking and before long we went into a deserved lead. However, about five minutes later Escombe got an equaliser but we did not let this worry us and began to play some very good football, having Escombe really worried. We took advantage of this and scored again, putting us 2-1 in the lead. This really shattered the Escombe defence and with our team playing some lovely football we took their defence apart and scored another three quick goals to give a 5-1 lead at half-time. Shortly after the restart we lost our left-back with a thigh injury, which he had originally suffered in the first half. Down to ten men, Escombe saw their chance to make use of their extra man and our defence was really being put through it, although they were not letting anything through and seemed to have command of the situation. Time was running out now for Escombe, who were beginning to waste good chances in efforts to score. With about ten minutes to go we lost another player and things began to look very black. Escombe really put pressure on but our defence was first-class and we held out to achieve a great victory which assured us of a Semi-Final place.

Our final game, against Clyde Port Authority, was played on 13th May at St. James Park, Paisley. Our opponents for this game had built up something of a reputation by scoring thirty-three goals for and only three goals against, but we too had a good record at this stage with ten goals for and three against and we knew it would be a difficult game for either to win. Our team was slightly weakened by the absence of our left-back and one of our strikers but we had our centre-half back for this game. As play got under way it became apparent that it would be difficult to score. We were having a good bit of the ball but were unable to beat a good CPA defence. Both teams were attacking with some attractive football and a break by our team on the right wing put us in a good position to score but it appeared that a CPA player had handled the ball and we claimed for a penalty. Our appeal was turned down. CPA, now on the attack, put a ball over into the middle of the goal and, somehow, it found its way into the net! An unlucky goal against us but, not to worry, there was plenty of time left. The first half ended in much the same way as it had begun, both teams attacking the opposing goals frequently. No more goals were to come in the first half and at the break it was felt that we could manage a draw - if not a win. The second half began with CPA attacking but our defence was not worried by this and was clearing quite easily. Our forwards

some good moves, were not finishing these moves and, indeed, were getting somewhat riled with one another because of this. From a corner kick CPA scored with a fine header to bring the score to 2-0. This might have made some other teams give up, but not ours, who kept trying and our forwards really were most unlucky not to score when, with only the 'keeper to beat, the ball was put right into his hands. CPA were awarded a penalty and it looked as though they would go three up but the ball went over the bar. With about two minutes to go CPA broke through our defence and an awkward, bouncing ball beat our centre-half to put a CPA forward in the clear, only to shoot the ball past the 'keeper. The final score was 3-0 for CPA, who were to become our Semi-Final opponents.

Our Semi-Final was played at Ralston Football Park on 22nd May. A 'bus was provided for the team and supporters and it was gratifying and encouraging to see so many people from the Office to cheer us on. The game started with CPA attacking but they were not really worrying our defence. As the game progressed CPA started to take command and we soon found ourselves one goal down. This goal seemed to shake our team a bit for shortly after CPA scored another. In the second half it was the same story - CPA doing most of the attacking but our forwards were doing their best against this highly organised CPA side although the opposing half-backs were in command, setting their forwards up with some good passes. The CPA pressure began to tell on our defence, which was playing well but finding it difficult to keep CPA out, and it was only a matter of time before CPA scored. With the game drawing to a close, CPA scored two more goals to make the final score 5-0.

So ended our journey towards the Cup, but we hope to be back next year when, who knows, the Cup might be ours!

The Final will be between CPA and Denholm but up to the time of going to press a time and place for the match has not been arranged.

Our thanks must go to the Directors for their support and encouragement and also to Mr. W.A. Taylor for his unstinting efforts and advice as Team Manager and also to Mr. R. Doak for the able manner in which he, as Captain, led his team.

R. I.

The Watch Ashore

We have been requested by Mrs. Elsie M. Logan, Honorary Secretary of the Glasgow Branch of this Association, to mention that the Glasgow Branch of The Watch Ashore will start their meetings for the new Session on 4th September, 1968, at 7.15 p.m. at The Merchant Navy & Airline Officers Association Rooms, 87 Carlton Place, Glasgow C.5. A very warm welcome will be extended to any Officer's wife, mother or sister who would like to attend the meeting.

Royal Alfred Merchant Seamen's Society

This Society has asked us to bring to the attention of our readers - particularly sea-going - of the existence of the Society. Their address is 122/6 Balham High Road, London, S.W.12 and their activities include:

- The Royal Alfred Home for Retired Seamen,
Belvedere, Kent.
- The Royal Alfred Home for Ladies, Eastbourne,
Kent.
- The Royal Alfred Pension Fund.
- The Royal Alfred Widows Benevolent Fund.
- The Royal Alfred Samaritan Fund.
- The Royal Alfred War Fund.
- The Royal Alfred Warrant Officers Fund.

They mention that they have founded a Housing Association and have purchased a large house standing in fourteen acres of parkland at Woodmansterne, near Banstead in Surrey, for the provision of centrally heated, unfurnished, single one-roomed flatlets for retired seafarers and widows who are not in need of care and attention. In addition there is a laundry room, guest room and lounges with T.V. Warden service is also provided to assist in cases of temporary illness, etc.

We have pleasure in printing, as requested, a letter from Hunting and Son Ltd. which is self-explanatory. The cartoon referred to appears on page 29.

It is fitting that the association built up between Lyle Shipping Company Ltd., and Hunting & Son Ltd. should be continued with the appointment of Hunting as Scottish Ship Management Ltd.'s official Agents at the Tyne.

The Editor,
The Lyle Journal.

22nd April, 1968.

Dear Sir,

For some years now the Agency Department of Hunting & Son Ltd. has enjoyed excellent relations with the personnel serving on board those vessels of Lyle Shipping Co. Ltd. on charter to B.I.S.C. (Ore) Ltd. However, with the opening of B.I.S.C. (Ore's) own sub-office at the Tyne imminent, it was feared that this relationship might be lost.

On the last call of M.V. "Cape Howe" at the Tyne on 6th April, and with the thought in mind that it might very well be the last call of the vessel at Tyne under Hunting's Agency, a party was held on board by Captain Edge and his Officers, to which members of the Staff of Hunting & Son were invited.

As guests, we were received with warmth and friendliness (and a seemingly bottomless keg of ale) at the 'Rivet and Bell'. In between drinks and dancing we were treated to an excellent buffet and 'cabaret' both, needless to say, provided by the one and only Geoff Daddy, aided and abetted in the latter by the equally unpredictable Greg Harrison! No doubt the speed and appreciation with which the food was demolished more than compensated for the time and care spent in preparing it (despite Geoff's concern about the welfare of his corned beef sandwiches!)

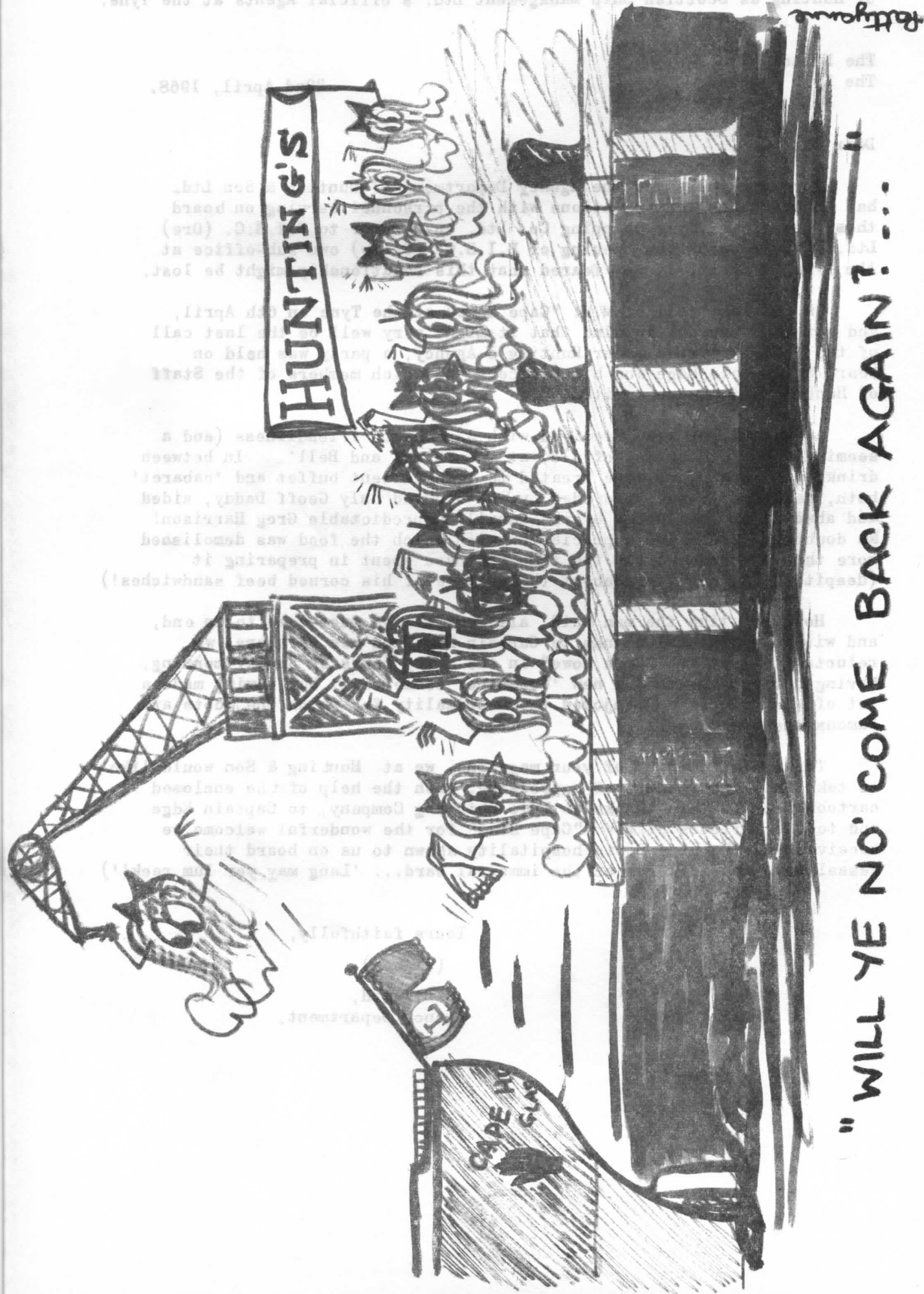
However, like the man said, all good things must come to an end, and with our grateful thanks to Captain Edge and his Officers, we reluctantly left the "Cape Howe" in the early hours of Sunday morning, having not only learned a new 'Woodbine' commercial, but having made a lot of new friends and enjoyed the hospitality for which the Scots are famous the world over.

Through the medium of your magazine, we at Hunting & Son would like to take this opportunity of expressing, with the help of the enclosed cartoon, our sincere thanks to Lyle Shipping Company, to Captain Edge and to the Officers of M.V. "Cape Howe" for the wonderful welcome we received and the braw Scots hospitality shown to us on board their vessel (or, in the words of the immortal bard... 'Lang may yer lum reek!')

Yours faithfully,

(signed)

B. Ward,
Agency Department.



"WILL YE NO' COME BACK AGAIN? ..."

P E R S O N N E L"BARON CAWDOR"

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

A.L. MILNE
L.M. HOCKING
M.R.G. ROCHE
R. WHITING
D. HYND
G. COPLEY
J. MacDONALD
J.R. NORDEN
T. EVANS
J.D. REID
A. METCALF
D. ADAM
J. MAIR
C.S. SNEDDON
R. SMILLIE
W. DALKIN

"CAPE CLEAR"

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

A.B. SUTHERLAND
S. READMAN
H.S. TAYLOR
C.S. MacDONALD
W. MacLEOD
G.W. CUNNINGHAM
C.J.B. PYPER
M SALEBAN
J. CLANCEY
L.F. THOMPSON
J.B. LOUGHRAN
W. KINNEAR
I. CAMPBELL
D. HALL
D. HALL
E. DRUMMOND
R. McINTOSH

"BARON FORBES"

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

T.B. McLEOD
J. TATTERSAL
R. SUTHERLAND
N. SMITH
P. McNALLY
A. KINGHORN
M. WILSON
S.M. HAVOUN
E. SMITH
A. JARVIE
A. ALEXANDER
A. MILLAR
J. SEARLE
J. CHRISTIE
W. REID
F. BOYLE
W. McLAREN
R. PRATT

"CAPE FRANKLIN"

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

C.G. MALLET
J.M. McKAY
W. McN. CARSLAW
B.V. HULSE
H.A. CHAMBERS
J.W. DANIELS
D.N. CARPENTER
E. MAMO
G. HENDERSON
J.T. RODGER
A. McA. MILLER
K. LEWIS
D. BROWN
J. McT. GLASS
W.O. HORNSHAW

"CAPE HOWE"

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

T. EDGE
M. DALBY
R. CRAWFORD
J. PURDON
B. BRESLIN
N. BREWER
R. GARDNER
J. McFARLANE
E. HUTTER
B. HESLOP
D. MacLEOD
A. STEPHENS
M. FERGUSON
J. O'HARA
F. McAULEY
J. THOMSON
J. LOGUE
W. TUTTLE
R. KNIGHT

"BARON INVERFORTH"

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

J.R.L. CAIN
J. HUNTER
A. GOODLAD
W.D. MIDDLETON
J. PAWSON
C. ARMSTRONG
C. GREEN
A. RILEY
S. YEAMANS
I. MacDONALD
J. ATKINSON
T. CAMPBELL
R. NEILSON
A.R. SHAH
W. MACK

"BARON KINNAIRD"

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

J.D. MINARDS
G. TOWERS
J. GIBSON
R.O. MEARNS
J. KELLY
A. SISI
L.W. GOOLD
R.T. BREEDS
T. SMITH
F. McGHEE
W.A. FAULDS
I.G. MANSON
R. TURRIFF

"CAPE RODNEY"

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

D. SINCLAIR
B.W. LAWSON
A. WILLIAMSON
D.L. COE
J. CHAMBERLAIN
J.S. JOHNSTONE
R.I. MACKENZIE
P. COLES
HOYIN
W.B. MOORE
I.M. RUSSELL
R.M. WEIR
J. GOLBY
R.S. McLEAN
J.R. ROBERTSON

"BARON WEMYSS"

MASTER
CHIEF OFFICER
2nd OFFICER
3rd OFFICER
RADIO OFFICER
BOSUN
CATERING OFFICER
COOK
CHIEF ENGINEER
2nd ENGINEER
3rd ENGINEER
4th ENGINEER
EXTRA 4th ENGINEER
JUNIOR ENGINEER
JUNIOR ENGINEER

D.L. INNES
J. PETERSON
J. KANE
D.C. VEITCH
P.M.H. BLYTHE
P. OLIVER
R. HORNER
H. MONDRONE
H.C. PATON
J. CARTER
G.D. SHIELDS
R.D.M. MacMILLAN
K.J. BLIGHT
C. MacKAY
R.M. CRAIG

"CAPE NELSON"

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

G. DOWNIE
D. GORDON
T. MARCUS
A. KEMP
R. FAULDS
R. CAMPBELL
G. GOVE
R. SHERRIFF
T. ROBSON
K. BEARPARK
K. MALHOTRA
J. RIDDELL
J. HANNIGAN
J. SHELLEY
J. McDERMOTT
D. MATHESON
D. JARVIS

"CAPE ST. VINCENT"

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

A.C. HUNTER
J. ROBERTS
J. KING
I. TAYLOR
D. CRAWFORD
T. SKEFFINGTON
S. STACPOOLE
A.I. HASSAN
H. SCOLLAY
J. CAMPBELL
J. ALLAN
G. McEWAN
J. BLACKWOOD
B. STRACHAN
R. NELSON
C. NICOLL
J. WIGHTMAN

"CAPE WRATH"

MASTER
CHIEF OFFICER
2nd OFFICER
3rd OFFICER
RADIO OFFICER
CADET
CADET
BOSUN
CATERING OFFICER
COOK
CHIEF ENGINEER
2nd ENGINEER
3rd ENGINEER
EXTRA 3rd ENGINEER
4th ENGINEER
5th ENGINEER
ELECTRICIAN

T.R. BAKER
G. ANDERSON
I. MCGILLIVRAY
P. DYSON
D. CRAWFORD
G. WATTERSON
D. CHARTERIS
A. HASAN
J. SMITH
C. PERKINS
W. ANDERSON
D. ANDERSON
C. WOODFORTH
G. LAW
D. DRUMMOND
D. GRAHAM
J. LEIPER

ON LEAVE

CAPTAIN	G. DOWNIE
CAPTAIN	A.M. FRASER
CAPTAIN	A. MacKINLAY
CAPTAIN	C.G. MALLETT
CAPTAIN	P. SMITH
CAPTAIN	W. WARDEN
CHIEF OFFICER	I. BARCLAY
CHIEF OFFICER	W. GREATOREX
CHIEF OFFICER	A. HEPBURN
CHIEF OFFICER	W.M. ROSS
CHIEF OFFICER	O.L. THOMAS
CHIEF OFFICER	H. WEDDELL
2nd OFFICER	W. ANDERSON
2nd OFFICER	P. COONEY
2nd OFFICER	P. RICHARDSON
2nd OFFICER	M. ROCHE
2nd OFFICER	C. ROY
RADIO OFFICER	D. GUDGEON
RADIO OFFICER	W. McLEOD
CADET	J. MALCOLM
CADET	A. LANFEAR
CHIEF ENGINEER	A. DAVIDSON
CHIEF ENGINEER	T. McPHEE
CHIEF ENGINEER	R. TAYLOR
2nd ENGINEER	C. McRAE
2nd ENGINEER	H. OSTERMANN
2nd ENGINEER	G.S. STEVENSON
3rd ENGINEER	D. SMART
4th ENGINEER	J. WALLACE

ON LEAVE

ELECTRICIAN	A. FANNING
ELECTRICIAN	J. GRAY
ELECTRICIAN	E. JENKINS
CARPENTER	F. DIXON
CATERING OFFICER	J. BLAIR
CATERING OFFICER	G. DADDY
CATERING OFFICER	A. DON
CATERING OFFICER	A. McGILL
CATERING OFFICER	A. RANDLE
CATERING OFFICER	B. SHERRIFF
CATERING OFFICER	E. SMITH
2nd STEWARD	J. McMILLAN
COOK	C. CHEETHAM
COOK	L. DAVIES

STUDYING

2nd OFFICER	J.W. KING
2nd OFFICER	P. RICHARDSON
3rd OFFICER	N. BATTERSBY
RADIO OFFICER	L. CAMERON
CADET	M. PICKUP
CADET	P. SMART
2nd ENGINEER	G. MAINS
2nd ENGINEER	N. NICOLSON
2nd ENGINEER	B. SHARP

SICK

CAPTAIN	T.C. HOGG
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Captain and Mrs. William Warden will be attending the Garden Party to be held at Buckingham Palace on Tuesday, 23rd July.

"BARON WEMYSS" Since the Ship Paragraphs were printed we have received a letter from Captain Innes giving details of the rescue of the two Filipinos.

At 11.40 p.m. on 28th June Mr. Veitch, 3rd Officer, heard cries for help from the water off the ship's port side. Captain Innes was immediately informed and the vessel turned about. After about ten minutes the cries were again heard and the ship was stopped and the starboard lifeboat launched. Shortly after, the two natives were rescued from a nearly-submerged canoe and taken on board "BARON WEMYSS", after which the lifeboat was reshipped and the voyage continued. Both men were suffering from exposure and salt water boils and, although they could speak very little English, they managed to convey that they were from the island of Cayu and heading for Mindanao when they had been caught in a rain storm. They said they had been in the water for some four days, which, judging from their condition, Captain Innes thinks about right. As it was a very dark, moonless night, these men were extremely fortunate to be rescued and undoubtedly owe their lives to the alertness and efficiency of those concerned on board "BARON WEMYSS".

This page is for the seagoing staff holding company contracts and we would like to restrict the circulation to staff members so that we can supply them with information of a more private nature. If there are items you would like to see included please write and give us details. We will try to oblige.

One profound fact emerges, that now not one of us is employed by a shipowner but by a ship manager who will have to prove that the owners' ships can be managed efficiently and if this happens then expansion should follow. There are many problems ahead and it will need everyone's help to solve them as they arise. Management will seek to prove that they are able to build up a large modern group of ships capable of existing in the worst market conditions likely to be encountered and that's a pretty tough target.

The fleet we have inherited is unique, the largest of its kind in the United Kingdom and one we can look upon with pride. To enlarge it, or even to maintain it, will take a lot of research and work. The maximum effort will be made to ensure continuous improvement in living conditions on board and any new construction will contain experiments to this end.

The majority of contract staff now have lived with cranes and grabs and have discovered their advantages and attendant difficulties. This is the equipment of the future and one of the features that keeps a ship ahead of the rest. Like all new babies they experience teething troubles particularly as it is necessary to add many new items before we have had the opportunity of a thorough test. That is the disadvantage of a pioneer but we cannot afford to lag. We are ahead of the main field just now and we want to stay there.

Some ships are experiencing the introduction of new systems in organisation and these have been tested in experimental ships and been found to work and work well. We need your co-operation to improve them and a good proportion of the saving will return to you as waste-saving addition to your salary. It stands at 5% just now; it's easily capable of being doubled.

A main expenditure which can only be termed as horrific is repair bills, and any officer or rating who can help to alleviate this burden deserves our gratitude.

Much work is being carried out to isolate various excessive costs and improve the system for returning a proportion of any saving made at sea. From now on we hope you will regard it as your money that's being wasted.

We welcome you to the new company and hope that you will quickly make it your own and take pride in belonging.