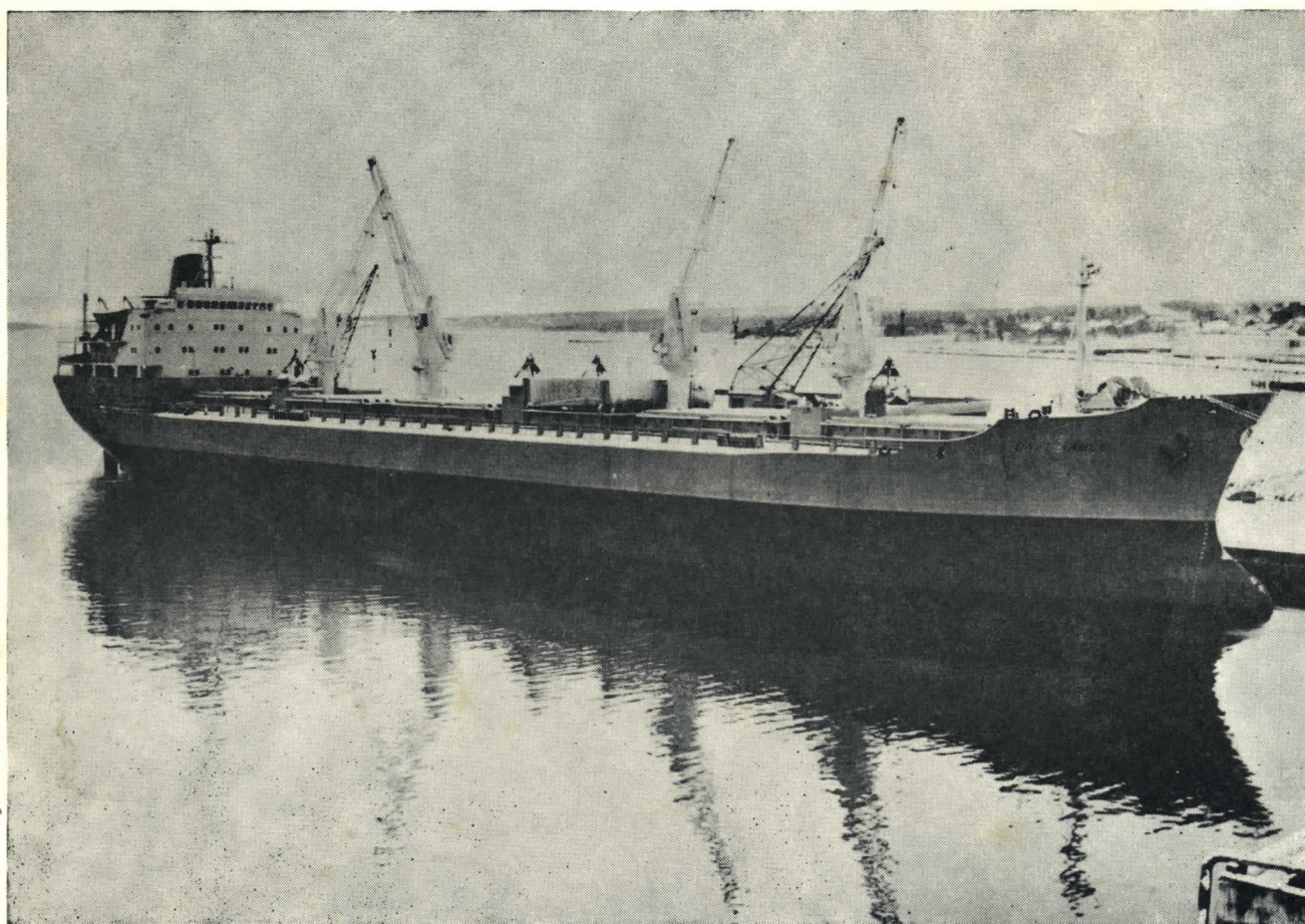




TRIAD

JOURNAL OF
Scottish Ship Management Limited



m.v. "Cape Sable"

Messrs. Lambert have decided to dispose of their existing Fleet and replace them with similar vessels to those operating under S.S.M. management. To assist in this, Lyle have sold to them Yard No. 166 at Horten, and Lamberts have ordered two identical vessels from Upper Clyde Shipbuilders. These latter vessels will be powered by Ruston 12 A0 medium-speed diesels. In addition, they have placed an order for a sixth unit of the Haugesund class. All four ships will be built under the supervision of S.S.M., who will manage them, when completed, on behalf of the Owners, under the same conditions as the remaining vessels of the Fleet. These additions will bring the total fleet numbers under S.S.M. management to twenty-three by 1972. Further measures for co-operation are under discussion, but all three Owners intend to maintain their separate identity. The co-operation between these three old-established Owners is a significant, if not unique, development in British Shipping and further helps the Group's competitive position.

We hope to be able to announce shortly the placing of further orders for new tonnage.

It is hoped to start a new experiment in Yard No. 165 by fitting one of the first sea-going teleprinters in the ship. This is to allow evaluation of its possibilities in communications and probable link-up with new systems to be developed in the office. It will take several years to complete the experiment aimed at reducing certain types of paperwork in ships.

Seastaff One commenced on 20th January and lasted for one week. We think it was a success and justifies many more in the future. This is no gimmick, but a serious attempt to tackle the problem of communications of another kind between people at sea and those in the office.

"CAPE YORK" was launched successfully on 17th January, 1969, by The Hon. Mrs. A. M. Lyle, wife of the Honorary President of Lyle Shipping Company Limited, and an account of this event appears in this number. The ship is due to enter service at the end of May, somewhat earlier than planned.

Retiral - George M. Nicoll. Mr. Nicoll, Cashier for Lyle Shipping Co., Ltd., retired on 31st December, 1968, although he remained in the Office during January to show his successor the ropes. He commenced his working career with two years in the Grain Trade, after which he joined John Bruce & Company and remained with them for twelve years. In 1936 he joined Lyle Shipping Co., Ltd., and was closely connected with the Portage Bill and Book-keeping aspects of the business before being appointed Cashier. During the Second World War George Nicoll served with the Royal Air Force from 1939 until 1945. We hope that he will have a long and happy retirement and look forward to him paying us at least an occasional visit.

We are sorry to report that our Telephonist/Receptionist, Mrs. R. E. McKinnon, was quite ill for some time recently, but we were all delighted to see her back in the Office a week or two ago and hope that she will now continue to feel better.

Mr. A. C. J. Smyth has joined the Staff as Cashier for Lyle Shipping Co., Ltd., in view of Mr. Nicoll's retirement.

Mr. Andrew M. Nicholson, son of Mr. W. Nicholson, Managing Director of Lyle Shipping Co., Ltd., has joined the Staff and is working with the Marine Department.

On 9th December, 1968, Miss M. MacLeod joined the Staff as a Typist.

Recently, we were pleased to welcome Mr. Clive D. Stringer, of John T. Rennie & Sons (Pty.) Ltd., Steamship and Travel Agents, Durban, who moved from department to department in the Office seeing for himself how we do things. He left us on 31st January to return home shortly thereafter, but we hope we will have the pleasure of seeing him here again sometime in the future for, although his stay was short, he left behind a number of newly-made friends.

An apology is due. In October 'Triad', when reporting Mr. R. S. Trythall's engagement to Miss (we use the English title!) Kari Gjersten we gave her style as 'Fru' and this should have been 'Frøken'. In offering our apologies to Frk. Gjersten we can only say, in our own defence, that the error resulted from a combination of unfamiliar handwriting and a lack of knowledge of Norwegian. We understand that one or two wagers were taken on the earlier announcement which resulted in financial embarrassment in certain circles, but we must stress that 'Triad's' funds cannot stretch to making an adjustment!

On 12th November, 1968, a sizeable group from the Office, together with guests, attended the Annual Dinner of The Glasgow Shipowners' and Shipbrokers' Benevolent Association, held at the Central Hotel, Glasgow.

For more Office News, see Page 31

PERSONNEL NEWS

BLAZER BADGES

Not long ago we received a suggestion that a blazer badge be introduced. This idea was put to the Seagoing Staff to get a consensus of opinion and, from replies received so far, we find that those desiring such a badge are very much in the minority. Our apologies, therefore, to those who voted for a badge. However, this matter can, perhaps, be taken up again at a later date and, should the verdict then be different, we will be only too pleased to put the badges into production. What the enquiry did show was that Company Ties are widely asked for and a supply will, therefore, be put on board each ship returning to the U.K. Should anyone on leave wish a tie then all he need do is to write to Mr. W. Anderson of the Purchasing Department, enclosing 15/-, or visit him when calling at the Office.

As our first G. P. manned ship will go into service next October, her crewing is very much in our minds. In view of this, we invite any ratings who may be interested to write to us, advising us of their present position and their past service. As far as Deck Personnel are concerned, these remarks apply mainly to the crews of the ore carriers but, nevertheless, we hope that any members of the Catering Staff in the other ships who may be interested will get in touch with us on this matter. A letter direct to this Office, accompanied by references from previous Shipmasters or from the Master in command of your present ship, is the best method of application. Another method would be to inform the Master of your intention and he would then relay the application, together with his remarks on suitability. All vessels after and including Horten Yard No. 166 will be manned by G. P. crews. Negotiations are presently proceeding with the N.U.S. and, as soon as these are complete, details will be published in 'Triad' and also in other literature to be printed subsequently on the subject. We have already received some applications from crew members on the ore carriers and look forward to receiving more.

SEASTAFF ONE

In the October 'Triad' was announced the intention of inaugurating Internal Courses in the Office with a view to putting across Company Policies and also exchanging policy views with Senior Personnel. The first 'Teach-in' was held in the Office between 20th and 24th January, 1969, the following Seagoing Personnel attending:-

Captain T. Hogg	Chief Officer G. Anderson
Captain D. Innes	Chief Officer J. Mackay
Captain D. Sinclair	Chief Officer J. Tattersall
Captain A. Sutherland	Chief Engineer J. Loughran.

The following time-table had been drawn up and this will prove of interest to those fortunate enough to attend future Seastaffs:-

Day One	: Introduction. The Company - Shipping Today	: Director of Management
	Walk round Office, Organisational and Operations Talk	: Director of Operations
Day Two	: Crew Management and Rationalisation	: Marine Department
	Cost Control and Purchasing	: Cost Control Department
	Waste Prevention (Discussion), Future Planning	: Cost Control and Project Departments
Day Three	: Shipping Economics - Planning (Talk and Discussion)	: Project Department
	Chartering Talk - Work Study Introduction	: Director of Chartering & Project Department
Day Four	: Work Study	: Lt.Comm.Ellis (B.S.F.)
Day Five	: Technical - Ship Design and Maintenance.	: Technical Department
	Joint 'Wash-up'. Discussion about Course.	

The above-named personnel may have suffered a few qualms as we gathered at No. 40 on that Monday morning, but there was absolutely no need for apprehension for the warm and friendly atmosphere which prevailed throughout the entire Course could not have been improved upon in any way.

The Management, in all their discussions and talks, were most forthright in revealing their plans concerning finance, future building and trading, and of how they hoped to cope with them. All this was of great interest, even if part of it was just a shade frightening when one looked into the future. Their talks were most imaginative and did bring home to us all, very clearly, that a great deal of hard work, change of ideas and views and complete reorganisation would have to come about, both from shore and seagoing staff, if the future of the Company is to be

"BARON CAWDOR" is presently on passage home from Port Pirie with a cargo of concentrates and left Walvis Bay, where she loaded a parcel, on 23rd January. She is expected at Avonmouth or Swansea to discharge about 7th/8th February. After the Bristol Channel she loads in the River Plate for Japan.

"CAPE CLEAR" is loading a cargo of salt at Shark Bay for Osaka and Tonda, Japan. On completion in Japan she will cross to British Columbia to load, under time charter to Seaboard Shipping Company, a cargo of packaged lumber for U.S.N.H. or U.K.C.

"BARON DUNMORE" After a poor loading turn at Rostock, this ship sailed from that port on 15th January with a cargo of pig iron for Japan. She should sail from Balboa on 3rd February and we await news of her Japanese discharging port. After Japan she proceeds to Christmas Island to load phosphate for East Australia or New Zealand.

"BARON FORBES" arrived at Portsmouth, N.H., on 18th December, and has, unfortunately, been strikebound at that port since 20th December. She is on time charter to Seaboard Shipping Company and has packaged lumber on board. About five to seven days' cargo remains to be unloaded after the end of the strike.

"CAPE FRANKLIN" sailed from Glasgow on 29th January for Port Etienne to load ore for Birkenhead.

"CAPE HOWE" sailed from Amsterdam on 21st January for Monrovia, where she is due on 2nd February. She will load iron ore for Glasgow. The ore cargo recently discharged at Amsterdam was loaded at Seven Islands and intended for Newport, Mon. However, it was essential to get the ship away from Seven Islands before winter freezing became a problem and, as Newport was not ready for the cargo, it was taken instead to Amsterdam. On completion of the present cargo at Glasgow, the ship will go to Amsterdam, reload the Seven Islands cargo, and take it to Newport. The reference above to the need to get away from Seven Islands promptly is emphasised by Captain MacKinlay's remarks in a letter in which he says that during the night of 1st/2nd January, just prior to their arrival at Seven Islands, they encountered a heavy snow blizzard which resulted in the ship being heavily snowed up with hatch pens filled with snow. After that they experienced temperatures from 5° below zero to 15° above, with the result that the snow around the moving parts of the hatch covers was freezing up and it was, therefore, necessary to work all hands on watches, clearing snow from the pens and keeping the working parts clear. All winches, capstans, the windlass, whistle, rudder, radar scanners, fire-pump and hatch covers were all worked and checked day and night in an effort to keep everything in working order. The loading turn on that occasion was slower than usual owing to frost and mechanical troubles ashore. Captain MacKinlay adds that his Officers and Crew worked hard and well in extremely difficult and trying conditions.

On pages 34 and 35 of this number will be found details and copies of correspondence concerning this ship and M.V. "FIRTH FISHER" when the latter was in difficulties recently near Land's End.

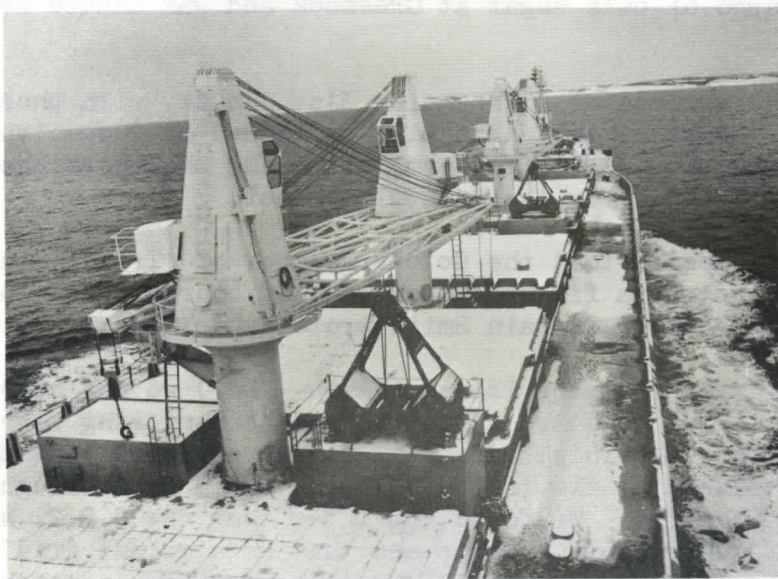
"BARON INVERFORTH" arrived Marmagoa on 25th January to load iron ore for Muroran, Japan, but she is receiving a poor loading turn - 15 days. She is on time charter to Kawasaki Kaisen Kaisha.

"CAPE MARINA" has loaded an Australian grain cargo at Geraldton and Fremantle for Japan and sailed from the latter port on 27th January. The Japanese discharging port(s) has not yet been declared but, on completion, she will drydock at Kobe, after which she will sail for Nauru to load phosphate for Eastern Australia or New Zealand.

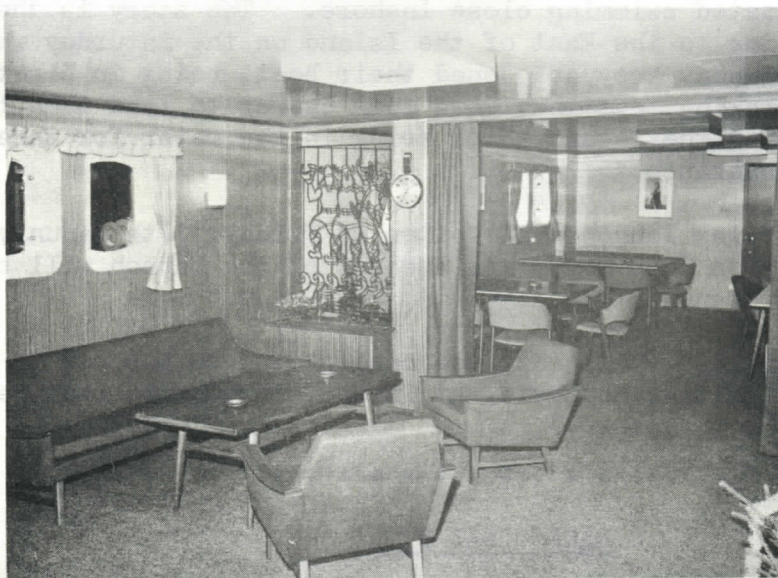
"CAPE NELSON" sailed from Birkenhead on 4th February for Narvik to load iron ore for Middlesbrough or Hartlepool.

M.V. "CAPE SABLE"

Captain J. R. L. Cain and Herr M. Langballe at
the official handing-over of the ship at
Horten, 20th December, 1968.



View forward from starboard wing of bridge



On the 20th December the "CAPE SABLE" ran successful Acceptance Trials off Horten and she is now a valuable unit in our expanding fleet of modern bulk carriers.

Between her Technical and Acceptance Trials an invitation was extended by us to some of the Builders' men to bring their wives and families on board and so let them inspect their handiwork - the sort of invitation we enjoy extending at such a time.

In the case of "CAPE SABLE" the ship's delivery date coincided closely with Christmas and the opportunity was accordingly taken to make it a Yuletide party, particularly for the children, and one of Marinens Hovedverft's men made a most convincing Santa Claus. We are indebted to Miss B. Alsos of Marinens Hovedverft for her able assistance in helping to organise this party.

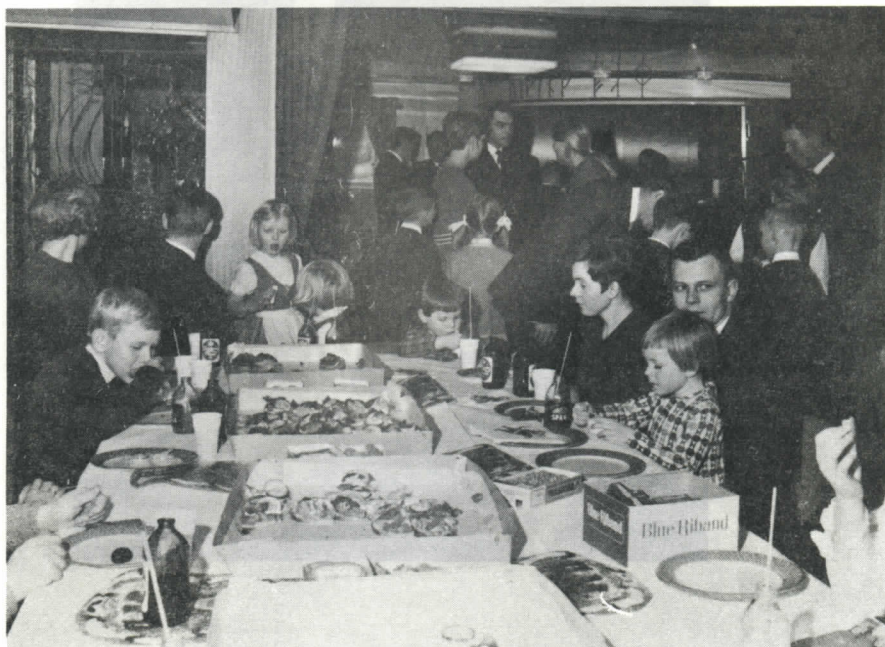
It was arranged that each child receive a gift - a tartan bow tie for each boy and an embroidered hankie for every girl - and there was a liberal supply of soft drinks, sandwiches and ice cream. The accompanying photographs underline that the party was a great success and everyone enjoyed themselves, not least the ship's Officers who acted as hosts - and waiters! - throughout the evening and regarded the party as a very happy respite from the problems and work involved with getting a new ship ready for her maiden voyage.

It was most unfortunate that shortage of time and pressure of work prevented a similar occasion being arranged for "BARON DUNMORE".

The new "CAPE SABLE" is the third Lyle ship to bear this name. The first, built in 1936 by Lithgows Limited, Port Glasgow, was a ship of 4,398 tons gross, 2,708 tons net, fitted with a triple-expansion steam engine. During the Second World War she was taken over by the Royal Navy and converted into an anti-submarine 'Q' ship, being renamed "CYPRUS". In 1941 she was commissioned as an Armed Merchant Cruiser, but the following year she reverted to her commercial role, although remaining under Ministry of War Transport requisition until 1946. She continued thereafter in Lyle's service until 1958, when she was sold to Pan Norse Steamship Company, Panama, and renamed "EASTERN VENTURE".

The second ship of the name, a vessel of 10,660 tons gross, 6,241 net, was built in 1960 by William Denny & Brothers Limited, Dumbarton. She was equipped with two steam turbines, placed aft, also built by Denny. In 1966 she was sold to the Jutland Shipping Corporation, Panama, and renamed "ELISABETH".

For those with a geographical bent, the Cape from which these ships have received their name is in Nova Scotia, position 43° 23' N., 65° 37' W.



A scene to whet most appetites. The fair-haired young gentleman on the left looks like a true trencherman! At the far end of the room can be seen Captain J. B. L. Cairns.



Another view of the festivities in which we can readily identify Mr. D. Gordon, Chief Officer, Mr. J. Rodgers, Second Engineer, and Miss B. Alsos of Marinens Hovedverft. Is that our fair-haired friend again? At the Bar this time!



Santa Claus

In the recent Lord Mayor's Parade through the City of London one of the displays represented the Deep Sea Tramp Fleet and the Carriage of Bulk Cargoes. Below are two views of the Float as it appeared 'on parade'.



A view of the port side of the Display, showing a model bulk carrier partially hidden behind an impressive line-up of Cadets. Two familiar house-flags are, however, clearly visible.



The starboard side, with each hold cut away to show a representative type of bulk cargo. The sooner one (or more!) of the ships is fixed for a cargo of charm similar to that in No. 1 hold the better. If fixed, lots will be drawn to see who will make up the crew. Some of the Office Staff might even volunteer to sign for a voyage!

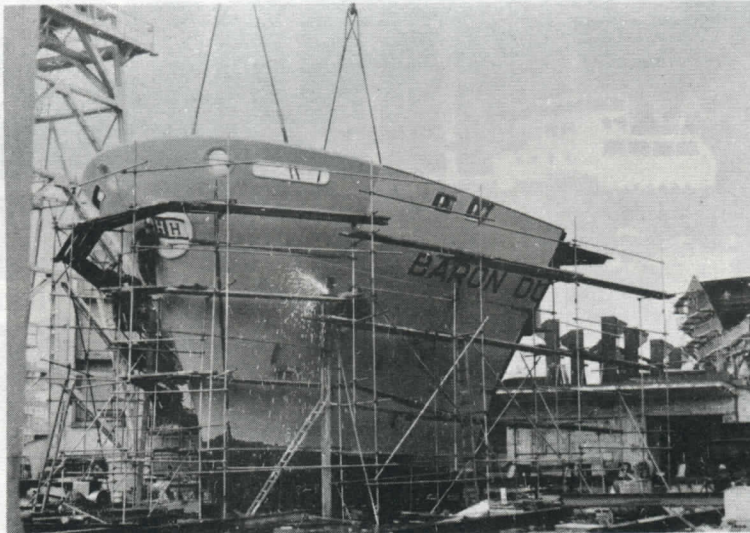
M.V. "BARON DUNMORE"

The October number of 'Triad' included an account of the Launch of this ship. In this issue we give news of her Technical and Acceptance Trials and include a photograph of her.

Captain A. M. Fraser, the ship's Master, has sent three photographs taken during her building which are reproduced here, with Captain Fraser's explanatory comments:

STAND FROM UNDER!

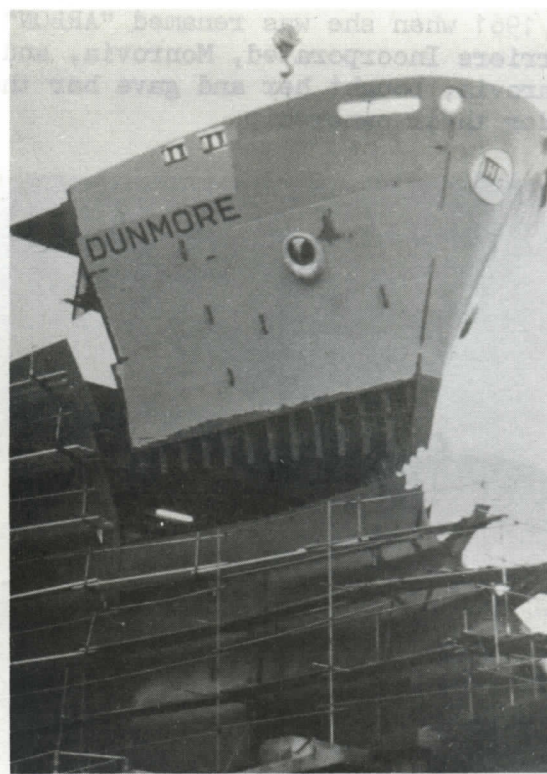
The photographs show the various stages of lifting into position of the bow-section of M.V. "BARON DUNMORE" at Haugesund Mekaniske Verksted on the cold, wet evening of 18th October, eight days prior to the launch of this vessel. The first picture shows the final cutting away of the shores and stays supporting the bow-section in the position in which it was erected - just ahead of the 'bedding', or launching-ways. To the right of this picture, in the background, can be seen the sheer-strake on the starboard side of No. 1 hold and part of the lower bow-section, already in position. It will also be seen that the section to be lifted is already slung with double-legged slings from each of two fifty-ton cranes. The second picture shows the bottom of the section just clearing the top of the staging used during the erecting, also the top of the prefabrication shed in the background. It is interesting to note that the top of this shed - its roof - slides on rails and can be shifted back to allow large sections erected within to be lifted out to the building-ways. The third picture shows the section being lowered into position, poised just above the main structure of the hull. It can be seen how the strake below the sheer-strake of plating is notched to fit exactly into the adjoining strake, thus helping to lock the section in position. When the bow-section was finally landed it fitted exactly, and no alterations whatsoever were required to be made - quite a feat when one considers that this section is so complex in shape and contour and, incidentally, weighs ninety tons! I am told that this is the heaviest section yet to be lifted with the two travelling cranes at this Yard. Larger sections have indeed been lifted on bigger ships, but a floating crane was then used to assist. The photographs were taken by Mr. G. Kinn, of H.M.V.'s Drawing Office - a keen photographer - and, considering the adverse conditions of light and weather at the time, I think they turned out very well.



Photograph 1



Photograph 2



Photograph 3

On 23rd December, 1968, the "BARON DUNMORE" (H.M.V. 34) ran her Acceptance Trials in Karmsund, south of Haugesund, and was duly taken over by H. Hogarth & Sons Limited at 12.40 p.m. that day, at which time the Builders' flag was lowered and replaced by the Hogarth houseflag. Once alongside the quay, at 2.00 p.m. that day, the flag of Scottish Ship Management Limited was hoisted.

Apart from the painting of the decks, which was prevented by bad weather, the ship was, except for a few most minor items, complete in all respects when delivered to us and we must say that we found the standard of finish, decoration and furnishing throughout the accommodation extremely pleasing and a tribute to those responsible.

At 9.30 a.m. on the 24th December the vessel sailed for Rostock to load pig iron for Japan.

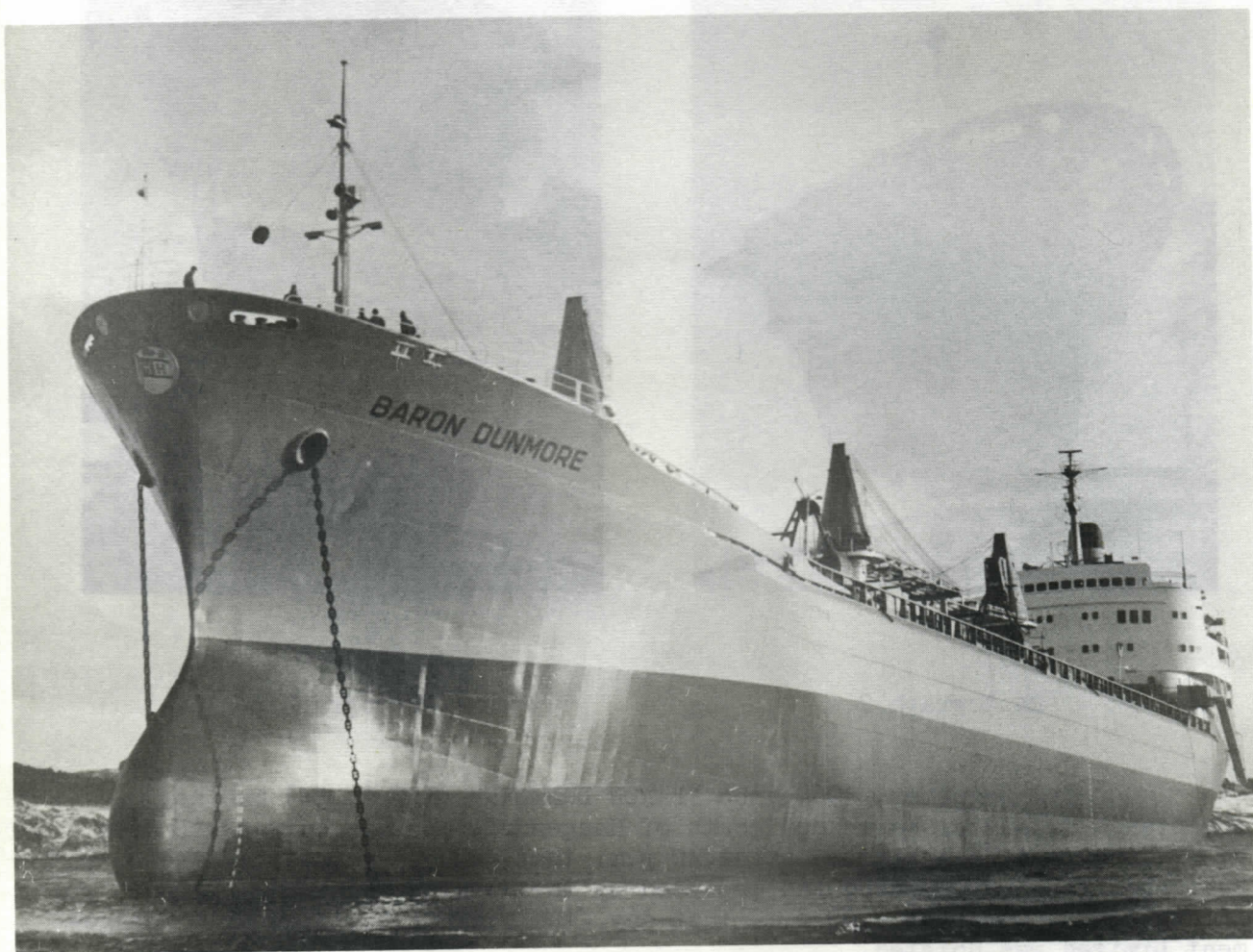
"BARON DUNMORE" is probably the last of this class of ship designed and built by Haugesund Mekaniske Verksted A/S. The first was the "FARSEA", completed in 1962, and, of course, "CAPE CLEAR" and "BARON FORBES" are virtually sister-ships of "BARON DUNMORE", although they are equipped with six eight-ton hydraulic cranes, whereas the latest ship has three ten-ton hydraulic cranes.

On her Technical Trials, run on 19th December, "BARON DUNMORE" achieved an average speed of 17.63 knots at 117 r.p.m.

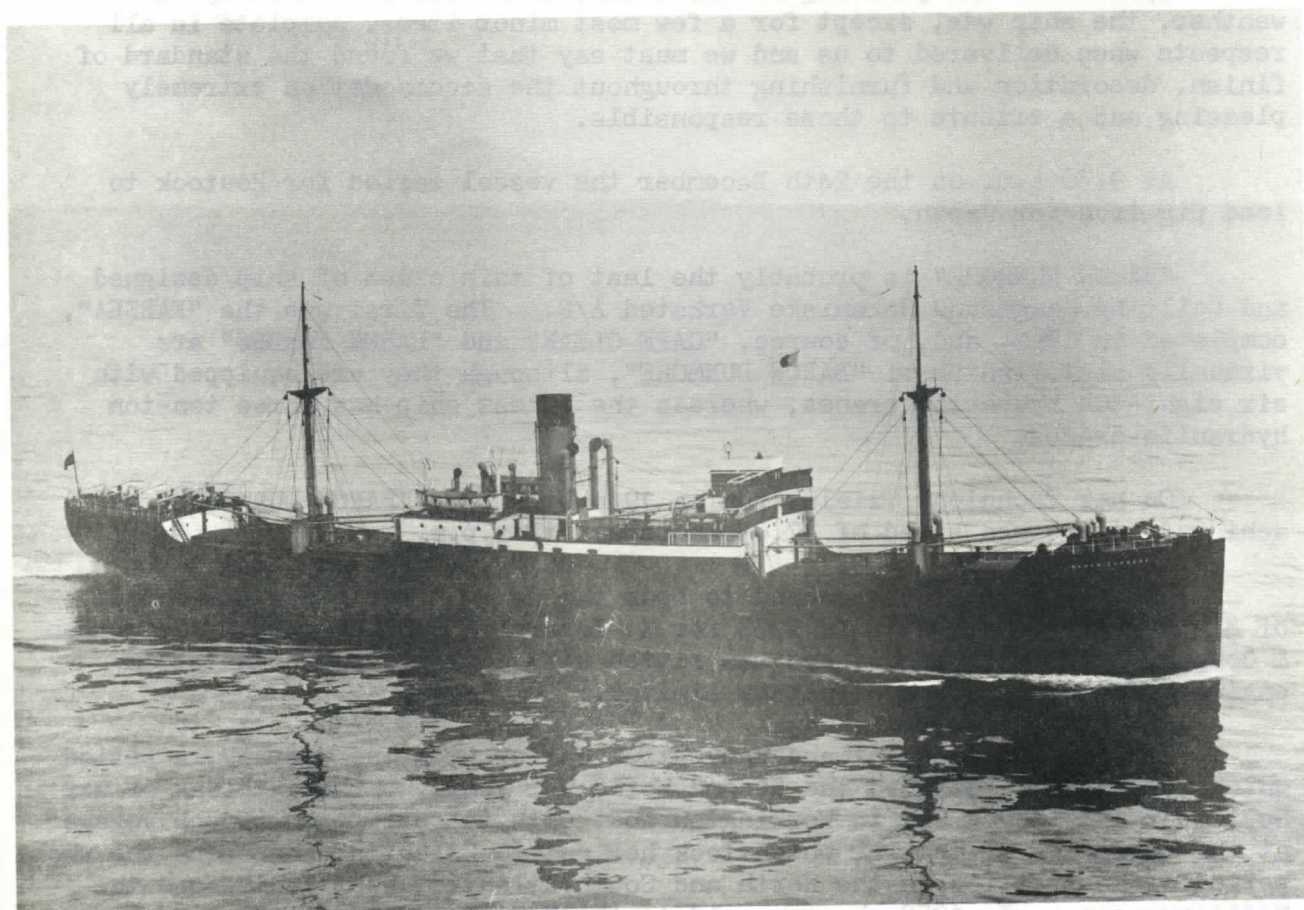
The new ship is the second to bear the name. The first was a ship of 3,938 gross tons, built in 1933 for H. Hogarth & Sons by D. & W. Henderson & Company Limited, Glasgow, and was fitted with a triple-expansion steam engine built by D. Rowan & Company Limited.

She had a successful and uneventful career with the Company, a period which, of course, included the Second World War years. The outbreak of war in September 1939 found her in Workington and, with the exception of one voyage at the beginning of the war which took her out to Calcutta, she spent the whole period of hostilities in the North and South Atlantic, West Indies and the Mediterranean. In 1958 she was sold to the Northern Shipping Company, Monrovia, and renamed "RHAETIA". Since then she has changed hands twice,

in 1961 when she was renamed "ARBON" after being bought by General Ore Carriers Incorporated, Monrovia, and again in 1963 when Irismar, S.A., Monrovia, bought her and gave her the name "IRIS". She is still trading under their ownership.



M.V. "BARON DUNMORE"



S.S. "BARON DUNMORE" - 1933/1958

Skyfotos.

readers may be interested to know something of the family after whom these ships have been named.

The family springs from the House of Atholl, the first Earl of Dunmore being the second son of John, first Marquis of Atholl.

The Peerage of Earls of Dunmore, Viscount Fincastle, Lord Murray of Blair, Moulin and Tullymet, was created in the Peerage of Scotland on 16th August, 1686, and the fifth Earl was created Baron Dunmore of Dunmore in the United Kingdom Peerage on 10th September, 1831. The family has had many illustrious holders of the Title, the first Earl being created a Privy Councillor, but the third Earl apparently did not follow the loyalty of his grandfather and was 'out' in the '45. Fortunately for him, however, he received the Royal Pardon. He was succeeded by his son, the fourth Earl, who became the last British Governor of the Colony of Virginia in America. He, in turn, was succeeded by the fifth Earl who, as stated above, was created a Baron in the United Kingdom Peerage. The seventh Earl was Her Majesty's Lord Lieutenant of Stirlingshire, and his son, the eighth Earl, was the holder of the Victoria Cross (won in South Africa), D.S.O. and M.V.O., and was Captain of The Honourable Corps of Gentlemen at Arms and a Lord-in-Waiting to H.M. King George V. His son, Lord Fincastle, was killed in 1940 and the Title, therefore, passed to the eighth Earl's grandson, the present ninth Earl, who was born in 1939, served with the Cameron Highlanders and is now a Public Relations Officer with Schweppes (U.S.A.) Ltd. His home is in New York City.

"CAPE SABLE" : Correction. On Page 7 reference is made to the new ship being the third to bear this name. She is, in fact, the fourth - the first was an iron sailing ship built in 1874 by Thos. Wingate & Company, Glasgow, for Abram Lyle & Sons. On 6th June, 1880, she sailed from Sunderland for Singapore and, after being spoken in position 50°N. 5°W. on 13th June she was never heard of again.



"-AND NOW, I'D LIKE YOU TO MEET OUR
BULK CARRIER EXPERT -"

E. S. Turner.

Reproduced from PAN Magazine by permission of Schering Chemicals Ltd.

Are you one of the thousands who mortgage their houses and surrender their life policies to go on a ten-day cruise to the sun? Of course you are. But are you sure of your rights at sea? Whose fault is it if you are crippled in the Bay of Biscay by a dislodged grand piano? Have you any redress against an insolent ship's gardener? Profit by the following questions and answers and cruise in confidence:-

"I was quite happy in my tourist berth on 'H' deck when the Captain, whom I had met at a cocktail party, called and said that a girl with eyes like mine ought to have better accommodation and he was moving me to a first class cabin, adjoining his own, on 'A' deck. I did not object to this arrangement at the time, but I was surprised to be called on to pay the difference between the fares. - Can you help? - "

(Miss) Daphne Trull, (Shepherd's Bush)

Under 'Conditions and Regulations of Carriage' on your cruise booking form is a rule which says : 'The Master may ... at any time transfer a passenger from one berth to another, adjusting the passage money accordingly.'

◆◆◆◆◆◆◆◆◆◆

"My first novel has just been accepted by a publisher. I wear lipstick and eye-shadow and I am accustomed to dining with my parents at 8.00 p.m. Yet on board ship I am always sent to eat with the babies. - Why? - "

Lillian Bright, aged 11 (Haverfordwest)

Why indeed! But the rules clearly state that 'children under twelve years of age shall take meals only in the part of the ship (if any) set apart for that purpose and at such times as the ship's regulations may prescribe.'

◆◆◆◆◆◆◆◆◆◆



"An unfortunate incident marred our recent cruise to the Canaries. On the second night the Chief Purser happened to notice that my father-in-law has two heads and ordered him to be confined to his cabin for the rest of the voyage. Although we pointed out that two heads are better than one, the Chief Purser would not change, or explain, his decision. - Has my father-in-law any redress? - "

J. G. (Solihull)

The Conditions state that if a passenger "for any reason whatsoever, including (but not limited to) sickness, disease, injury or infirmity, bodily or mental" reasonably appears likely to endanger health or safety, or 'reasonable comfort', on board, he may be confined to a cabin." From what you tell me, it does not appear that you father-in-law could have offended under these provisions; though, had he been a frequent attender at the ship's cinema, a complaint of infringement of 'reasonable comfort' might have been sustained.

"On a Mediterranean cruise I was attended by the Ship's Doctor, who later had the impertinence to submit an account. Naturally I refused to pay. On the last day of the voyage, judge of my surprise when the First Officer burst into my cabin and ordered my trunk to be carried up to 'A' deck. When I reached the spot he had forced it open and was waving my gold lame dress in front of a group of passengers, exclaiming, 'What am I offered for this fine object?' - Was he within his rights? - "

(Mrs.) Gladys Hellebore (Lewes)

Absolutely. The rules say that accounts for medical attention must be settled before the passengers disembark. They also say that the shipowner has a right to sell, 'by auction or otherwise', any property belonging to a passenger in satisfaction of unpaid moneys. In our view 'property' does not include gold teeth or artificial limbs!

"I booked on a twelve-day cruise to Malta and Cyprus, but our vessel, on leaving Southampton, spent all its time going to the rescue of lone Atlantic yachtsmen, helping drifting tankers, taking trawlers in tow and evacuating crews from lightships. At one time there was a rumour that we were on the trail of the "MARY CELESTE", off Deal. The result was that after twelve days at sea we returned to Southampton without ever having passed the Lizard. - How do I get my money back? - "

Major H. St. J. Fosswater (Ryde)

You don't. According to the small print 'the ship may proceed by any route and may tow and assist vessels in all situations, put back or into any port' This is why many people go by air!

"On a shore trip to Sidi-bel-Zubes I became friendly with a fellow passenger from West Hartlepool. The baby is due in February. - Have I a case for negligence against the shipowners? - "

(Miss) Wanda Flittermouse (Pontefract)

Shipowners expressly disclaim responsibility for events which occur on shore excursions. You should write to the company which organised the excursion; but bear in mind the judge's strictures in Disiree Clutch v. the Loch Ness Steam Packet Company, the Coromandel Navigation Board, the Trans-Siberian Railway, Trans-Africa Safaris Ltd. and other defendants.



"My grandmother paid her passage money for a round-the-world cruise but after ascending the gangway changed her mind, saying she was still not entirely convinced that the world was round, and walked ashore again. She thus forfeited her £750 passage money, since the rules say that passage money 'shall be deemed fully earned on embarkation.' We persuaded grandmother that her fears were ill-founded and the company very decently offered her a similar booking on another vessel, with a surcharge of only ten per cent for their trouble. But once again she walked off the ship for the same reason, losing £825. - Isn't she awful? - "

(Mrs.) Prunella Flange (Cork)

Frankly, yes. To make sure your grandmother gets better value for her money, why not persuade her to take 1,500 excursions on the Thames for the same sum?!

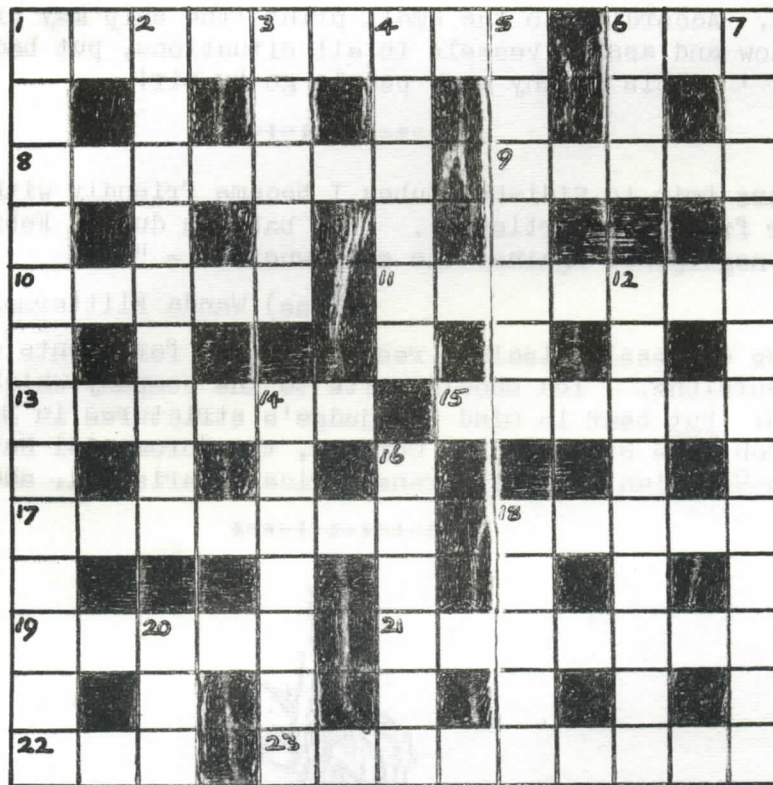
In the light of the foregoing, we would be well-advised to stick to the cargo-only aspect of shipping and leave the passenger-carrying side of the

CROSSWORD

(Solution on Page 27)

Across

1. Rather a bore on the river (5, 4)
6. An aid to travelling over snow (3)
8. This afternoon performance starts with the morning (7)
9. Preposition (5)
10. Snare - anagram (5)
11. Furniture in a ship - suitable for horses (7)
13. Means of access (6)
15. Stingy - comparatively speaking (6)
17. Implore (7)
18. Get to the top of (5)
19. They always make a crowd (5)
21. A lively musical term (7)
22. Tennis term (3)
23. How to make up a quarrel (4, 5)



Down

1. Depending upon one's attitude of mind (13)
2. A cleansing substance - to discourage the male (9)
3. Narrow roads (5)
4. Opposed to - sounds poetic (6)
5. Not the early bird this to try to equal (7)
6. Have a rest (3)
7. Pictures usually in books (13)
12. The expression of thoughts by means of articulate sounds formed by the vocal organs (9)
14. Ineffectual economic advice (7)
16. Over-tax (6)
18. A four minute one must be fit (5)
20. Wet or dry Tommy says it's rubbish (3)

The following account tells of an incident which happened long ago but, because of the dreadful fate which befell a number of seamen, it has remained prominent in the minds of some and, indeed, still prompts the occasional enquiry. Only last month we received a request for details of the occurrence from someone who had recently seen the memorial mentioned in the article.

During the summer of 1904 the "BARON INNERDALE", a triple-expansion steamer of 3,344 tons gross, 2,140 tons net, built in 1896 by A. Rodger & Company, Port Glasgow, loaded a cargo of wheat at Karachi which was destined for Liverpool, but this cargo, and the ship on this particular occasion, were fated not to reach the United Kingdom, for on 2nd August, 1904, when 750 miles from her loading port, from where she had sailed on 29th July, the ship stranded on a rocky bar off the Kuria Muria Islands, on the south coast of the Arabian Peninsula. This unhappy interruption to the voyage was the kind of occurrence which was not entirely infrequent in those days, even with powered vessels, when navigational aids were less sophisticated and many ships low-powered, but one aspect of the incident was that the actual stranding itself did not result in loss of life - this came later.

The accident took place before the days of shipboard wireless and it was some time before news reached the outside world and when it did the various reports were conflicting. One of the earlier advices, dated 21st August, received from Reuters, indicated that eight men had been taken aboard a west-bound ship and the rest of the crew, including the Master, remained on the "BARON INNERDALE", although a message received the following day mentioned that eighteen men had been taken off by the S.S. "PROME", the remaining twelve of the crew of thirty being left on board the casualty. Reports continued to be received almost daily, these dealing with the whereabouts of the remainder of the crew and the condition of the ship and cargo. From these reports it seemed apparent that the ship had suffered serious bottom damage overall but, as the weather in the area seemed reasonably calm, the question of salvage was discussed.

On the 25th August the Royal Indian Mail S.S. "DALHOUSIE" sailed from Aden to institute a search for the crew members not picked up by the "PROME", and who were no longer aboard the "BARON INNERDALE", for it was thought that a boat from the ship was attempting to reach Hallania Island. Then, on 31st August came the first indication that there had been loss of life when Lloyds List of that date announced that a boat containing the Captain and sixteen members of the crew had capsized off Masirah Island, 240 miles north-east of the Kuria Murias, and that only one boy had survived, having been saved and taken ashore by natives. Although it was regrettably true that there had been deaths, the cause of these deaths was inaccurate for it subsequently transpired that, after leaving the stranded ship by boat in an attempt to obtain help, the officers and men were driven up the coast towards Masirah Island by the monsoon. On arrival at Masirah they landed to start looking for help but, very shortly after the boat beached, they were met by a number of natives who, apparently, started to steal from the boat. With the intention of frightening them off, the Chief Engineer fired a gun in the air, but was immediately speared to death. The others ran for their lives but were pursued, caught and massacred. Although details are not available, the one boy survivor referred to earlier was probably spared and taken prisoner, eventually being rescued, and from whom details were obtained.

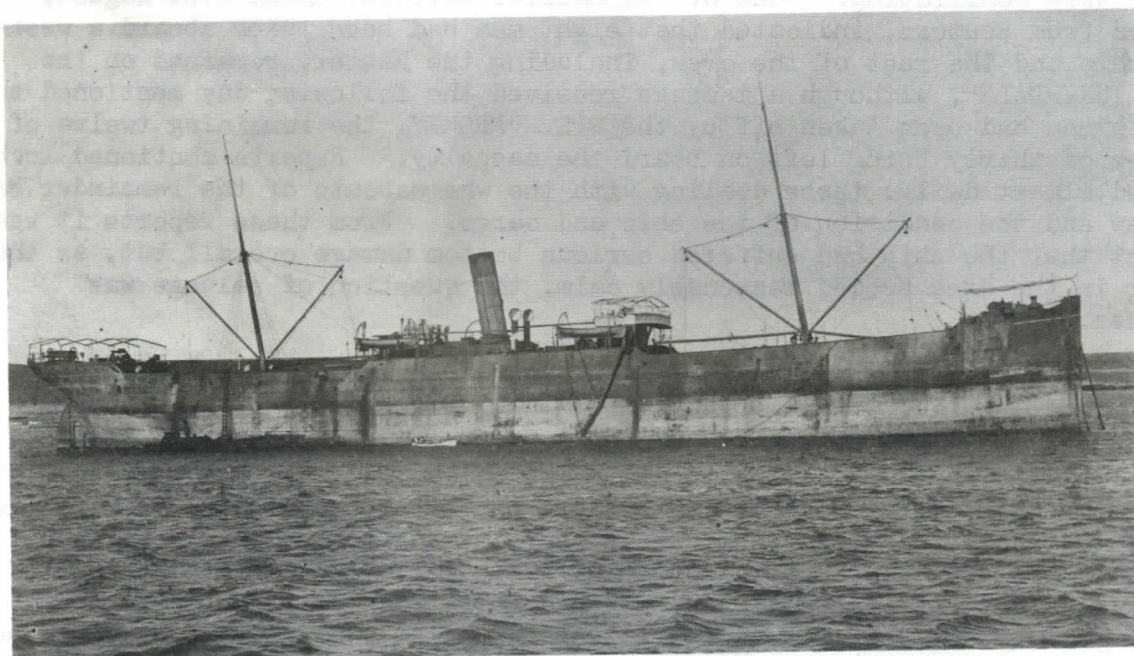
On the 4th November, 1904, the London Times carried a report to the effect that H.M.S. "MERLIN", accompanied by the Sultan of Muskat in his own steamer, called at Masirah Island on September 12th to make enquiries about the whereabouts of the missing men, but they were unable to obtain any information. The Sultan, however, cannot have been satisfied, for a later telegram, sent by the Naval Commander-in-Chief, East Indies, mentioned that the Sultan had again visited the island and further investigations revealed news of the massacre. He arrested nine of the murderers (how he identified them is not stated) and took steps to apprehend the remainder, but whether or not they were ever brought to book is not clear.

In 1944 a unit of the Royal Air Force, stationed on or near Masirah Island, erected a memorial to the massacred seamen, and at the bottom of this page we include a photograph of this memorial - it will be noted that there is an error in the ship's name.

The ship herself was salvaged. On 8th October she was refloated and then moved, under her own steam, to Hallania Island. Divers found her to be extensively damaged forward, but with lesser damage towards the stern, although the propeller blades were bent. After shipping some bunker coal at Hallania from the S.S. "MEYUN" she shifted to Perim where she arrived on 23rd October and the accompanying photograph was taken after her arrival there. Some of the cargo was saved, but about 2,500 tons of grain had gone rotten and had to be jettisoned. Finally, the "BARON INNERDALE" left Perim for Bombay for repairs and she entered drydock there on Christmas Day, 1904.

After being repaired, the ship continued to serve the Company until 27th October, 1914, on which day she sank in the Red Sea after being in collision with the S.S. "AFRICAN MONARCH" whilst on passage to Calcutta from Port Said with a cargo of salt.

Some of the foregoing information was obtained from an article 'From Sail to Steam' by Captain S. C. Fry which appeared in the February, 1966, number of Nautical Magazine, and we are indebted to the Editor of that publication for his permission to incorporate the material into this article.



S.S. "BARON INNERDALE" at Perim, November, 1904.



The Memorial on Masirah Island.

- 1) Name (a) the most easterly
(b) the most westerly
points of England.
- 2) What was the Prime Minister's name in 1928?
- 3) Which is the heaviest -
four sixpences, two one-shilling pieces or
one florin?
- 4) What is Umble Pie?
- 5) Benjamin Disraeli, or 'Dizzy', was a famous British
Prime Minister of the nineteenth century - what was
his Title?
- 6) How many moons has Saturn?
- 7) Fill in the correct missing number -

3	8	18	42
7	17	37	.
- 8) Which jobs did Mercury and Hermes fulfil?
- 9) The Bolshoi Theatre in Moscow is well-known - what
does 'Bolshoi' mean?
- 10) How many Secretary Generals has the United Nations had
since the organisation was formed in 1945? Give
their names.
- 11) In what year did air transport supersede sea transport
for the first time as the main form of Atlantic
passenger travel?
- 12) What is a prime number?
- 13) Name the colours of the rainbow.
- 14) What is the Equigravisphere?
- 15) When was the Battle of Jutland?
- 16) Give the ancient name for the Dardanelles.
- 17) Who is the United Kingdom's Lord High Admiral?
- 18) Name the national bird of Great Britain.
- 19) Still on the subject of birds, what is a group of ravens
called?
- 20) Give the date of the General Strike.

In December it was reported that President Hammer de Robort of Nauru was in Glasgow, having arrived in Scotland for the launch at Leith on 19th December of the "EIGAMOIYA", a 5,000 ton deadweight phosphate carrier and general cargo vessel being built by the Robb Caledon Shipbuilding Group (this being the first ship to be launched by the Group since its formation.) The ship was launched by Madame de Robort and, instead of the usual bottle of champagne, she christened the vessel with toddy - a Nauruan wine distilled from palm fat. When completed in March, the "EIGAMOIYA" will be under the command of Captain Thomas Nicolson of Paisley and, on arrival in the Pacific, she will ply regularly between Nauru and Melbourne. She will carry a crew of forty-three, all of them Nauruan Islanders, but language should not present a problem for they all speak English as well as they do their own dialect.

For long Nauru (which means 'pleasant') has been a familiar name to many who sail or have sailed on "BARONS" and "CAPES" and it continues to be a fairly regular entry on the weekly positions list. Lying just south of the Equator (166° 55' E., 0° 32' S.) 2,200 miles N.N.W. of Auckland, Nauru is a very small dot on the vast expanse of the Pacific, but it is nevertheless important commercially. The island was discovered in 1798 by Captain Fearn, R.N., and in 1888 was annexed to Germany. In November, 1914, it surrendered to H.M.S. "MELBOURNE" and subsequently came under the joint administration of Great Britain, Australia and New Zealand. In 1919 the phosphate deposits, on which work had commenced in 1906, were purchased from the Pacific Phosphate Company by the three administering governments for the sum of £3,500,000 and then vested in The British Phosphate Commissioners. In January, 1968, Nauru became an independent republic and the then Head Chief, Mr. de Robort, was elected the new republic's first President. He had been awarded the O.B.E. in 1966 for his services to the Islanders.

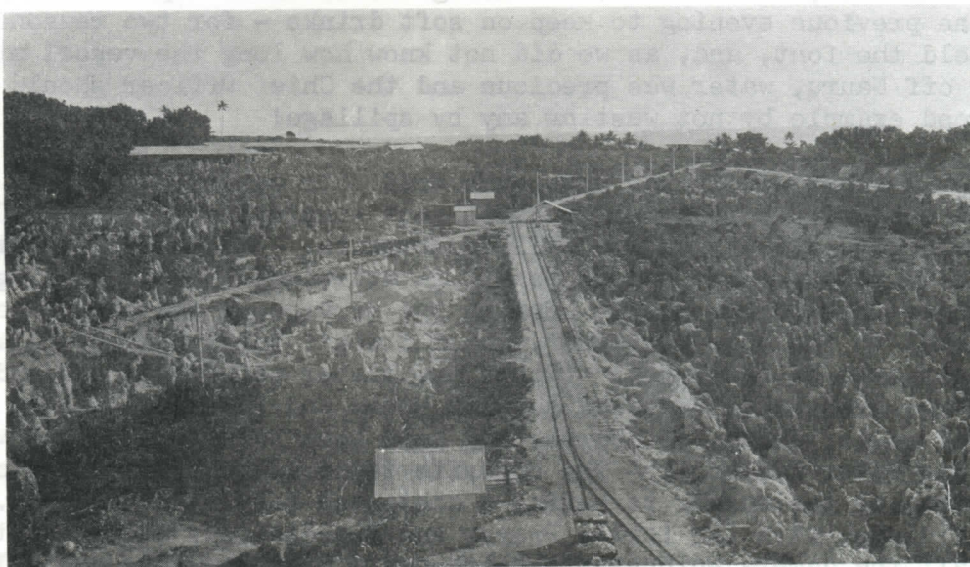
The island covers an area of eight square miles with a coastal circumference of twelve miles, around which is a road, and this coastal fringe displays a wealth of vegetation in the form of coconut palms, poinciana, hibiscus and frangipani, the last-named growing in weed-like profusion. However, it is the elevated central plateau that holds the key to Nauru's prosperity for there are situated the phosphate fields. These are of some 3,600 acres - out of a total land area of 5,263 acres - in extent and of which about 1,200 acres have been mined to date, representing a yield of some 30,000,000 tons. An additional 585 acres of very rocky plateau land contains the mineral, but extraction from this part will prove a difficult process. As a matter of interest, Nauru has larger phosphate deposits than its neighbour, Ocean Island, but between them they contain the largest deposits of the mineral in the Pacific area.

At the phosphate fields large mechanical excavators dig the phosphate from a profusion of coral pinnacles with which the whole plateau is covered. A large labour force of Nauruans, Chinese and Gilbert and Ellis Islanders work closely together in extracting the phosphate and transporting it to the processing, storage and loading areas on the island's west coast. The excavators load the phosphate into eight-ton dump-trucks, of which there is a fleet of over forty, and these carry it to a loading-bridge where it is screened and undergoes preliminary crushing prior to being loaded into railway trucks for transport to the coast. However, before this process can operate, the fields have been developed for mining by removing a heavy covering of tropical vegetation and the thin layer of topsoil by bulldozer. Any trees thus removed are cut up and used as firewood and any residual vegetation is dumped on worked-out areas. This leaves exposed a rough area interspersed with coral pinnacles which must be cleared by blasting. Even this coral is used, either as aggregate for concrete or as 'fill'. An area suitable for 'open-cast mining' is thereby exposed and the excavators, which are fitted with clam-shell buckets, are adept at removing the phosphate from between the areas of coral and can work down to a depth of about thirty feet. The preliminary crushing process at the rail-head reduces the phosphate to a maximum diameter of six inches and the screening removes any pieces of coral. The rail cars, which are loaded mechanically, are of seven tons capacity and run over a three-foot gauge double-track system one mile in

length to the secondary crushers and drying kilns located below the cliff face on the west coast. This rail system is operated by three Australian-built diesel locomotives and 140 freight cars, and each loaded train transports about 112 tons of phosphate. This rail system is on a somewhat less grand scale than the Quebec North Shore and Labrador Railway featured in the October 'Triad', but no doubt, in its modest way, it fulfils the task allotted to it just as successfully. An additional two miles of track have recently been laid to serve a newly-opened area of the phosphate fields, and this has entailed the construction of a second loading-bridge.

After its rail journey, the phosphate is screened and then passed into crushers which reduce it in size to two inches, and from there it is conveyed to intermediate storage bins, on the way passing under magnets which remove any metal fragments. Apparently, shrapnel from the time of the Japanese war-time occupation is still found in the phosphate. After being held in these intermediate bins the phosphate, which is fairly wet, is taken by conveyor belt to rotary drying kilns which an oil-fired furnace maintains at a temperature of 1,500°F. This reduces the moisture content from twelve to four per cent. After passing through the kilns, the phosphate is removed to the main storage bin, with a capacity of 120,000 tons, and from there it is taken as required to the shore bin, of 8,000 tons capacity, this being the last point before it passes onto the loading cantilevers. These loading cantilevers, of which there are two - each with two loading arms to enable two ship's holds to be loaded simultaneously, dominate the view on the island's west coast, and it is interesting to note that Nauru was the first place in the world where swinging cantilever loading was adopted. No. 1 cantilever was completed in April, 1931, and the "NAURU CHIEF" was the first ship to be loaded there. In 1940 a German raider shelled the island, putting the cantilever out of action, and so it remained for the rest of the war. After the Japanese surrender in 1945 it was rebuilt and was back in operation by the following year. Thereafter, it handled all the phosphate shipped from the island - 15,000,000 tons - until 1961 when the second cantilever came into use. These cantilevers, each weighing 400 tons and electrically driven, will be one feature of Nauru which all personnel, on visiting "BARONS" and "CAPES", will have seen or see and, no doubt, many will also have seen the phosphate fields, although the normally rapid loading turns do not permit of much shore leave. To those who have not seen the fields and the phosphate's progress towards the point of shipment, the foregoing account may be of interest and enable them to envisage, to some extent, what process this commodity undergoes prior to it coming aboard and to appreciate the organisation which exists to get it there. This organisation is complex, the more so when it is realised that supplies, such as general necessities, oil, petrol, and even water, have to be shipped to the island in large quantities to enable the community to function normally. Nauru has been aptly described as a hive of industry in mid-Pacific.

We are indebted to the booklet "Nauru and Ocean Islands Story", by T. G. Tyrer, for facts and figures contained in this article.



A Nauru phosphate field, showing coral pinnacles and railway.

As a corollary to the foregoing article on Nauru, we have received from Captain Angus C. Hunter, Master of M.V. "CAPE ST. VINCENT", the following most interesting letter. As Captain Hunter says, this must be a quite rare occurrence and, certainly, one very well worth recording in 'Triad'. We would like to say here that we hope Rovelik Rouen Kun, who now has a close link with the "CAPE ST. VINCENT", will have a long and happy life. Captain Hunter writes as follows, his letter being dated 24th December, 1968:

CHRISTENING AT SEA

"On our recent passage from Newcastle, New South Wales, to Nauru it was our pleasure to carry the following passengers, namely:

The Reverend and Mrs. Harold Weir (Australian)
Mr. and Mrs. R. Kun and infant son (Nauruan)

Mr. Weir was attached to the Australian Parliament and had been invited up to Nauru by the Nauruans to carry out some social work. Mr. Kun, on the other hand, had been attending University at Canberra and was now returning to his home to take up teaching.

On about the second day out from Newcastle I was approached by Mr. Weir if permission would be granted by myself to have a christening ceremony on board the "CAPE ST. VINCENT" before the vessel arrived at Nauru. I must admit this request took me by surprise and after the shock had worn off permission was granted for Sunday, 15th December, the site for the ceremony being dependent upon the weather prevailing at that time as cyclone 'Becky' was in the vicinity.

It did not take long for the 'galley wireless' to spread the word around the ship, and great interest was shown from the word 'go'. As you all very well know, when a christening takes place in a Church the necessary 'bits and pieces' are to hand, but on a bulk carrier it is a different story. Where were we to find an altar?; where were we to find a font? It was not long before all the suggestions were coming forward. The altar was finally composed of two benches, one on top of the other and, as this was an international occasion, it was decided to drape these with the British, Australian and Nauruan Ensigns. To give the finishing nautical touch, the base of the altar was surrounded with a terylene rope and, I must say, it all looked very impressive. The consensus of opinion was that the ship's bell be used as the font, but this posed a problem. After raking through class 'B' stores in all departments there was enough brasso found to give this bell a highly polished finish. The other problem was to secure the bell in an upside-down position. The Chief Officer, Mr. Weddell, was delegated to this responsibility and was warned the previous evening to keep on soft drinks - for two reasons. He was to hold the font, and, as we did not know how long the vessel might have to drift off Nauru, water was precious and the Chief Officer should always give a good example by not wasting any by spillage!

The weather conditions were such that this ceremony was held on the starboard side of the boat-deck in brilliant tropical sunshine at 1000 hours, with a very good attendance from all departments. As Master, it was my privilege to make a short speech to all in attendance before handing over the whole proceedings to Mr. Weir. During the service we all sang 'The Lord's My Shepherd' to the tune 'Crimond', which I don't think has any relation to that select area of Edinburgh! (Could the latter perhaps be Cramond? - Ed.) The baby was eventually baptized Rovelik Rouen and immediately gave us all a lovely big smile, which, of course, may have been because it was a very hot day and the water was cool! The opposite temperature of water in cold climates may be the answer to having a contented baby at the Church. The service finished with the Lord's Prayer and Benediction, and then it was the turn of all the camera enthusiasts, although I must say this was allowed by Mr. Weir at certain times beforehand.

I think that I can safely say that a Christening is a very unique occasion on board a cargo vessel and, if it is not the first in the experience of our Parent Companies, it is the first under Scottish Ship Management. Our ties with Nauru are very strong as regards the loading of phosphate, but we now have a closer bond as the result of this very fine ceremony, and I would thank Mr. and Mrs. Kun for making this so."

Below is a reproduction of a copy of the Baptismal Certificate sent by Captain Hunter:

BAPTISMAL CERTIFICATE

This is to certify that

Rovelik Rouen Kun

second son of RUBEN JAMES TULLEN KUN AND ROSA GLORIA KUN

born 30th August, 1968,

was baptized in the Name of the Father and of the Son

and of the Holy Ghost

on the third Sunday in Advent, 15th December, 1968,

on board M.V. "CAPE ST. VINCENT" at sea.

(Signed)

Harold J. Weir

Officiating Minister

(Congregational Union of Australia)

Witnesses:

(Signed) Angus C. Hunter, Master.

(Signed) G. M. Weir

M.V. "CAPE ST. VINCENT"

GLASGOW

O.N. 307650

7274.44 Gross 12834.66

B.H.P. 9600

1000 Position

4° 24' S.

164° 41' E.

A dominating factor of modern life is the need to learn to live with the motor car which is, in large degree, responsible for the shape, or re-shaping, of cities and large tracts of the countryside. Motorways, cloverleaves, ring-roads, tunnels under, bridges over, multi-storey carparks and more have become part of our lives and in any group of people it is usually not long before the conversation turns to cars which, with the weather, must be one of the most popular conversational topics. More and more people own, or at least run, cars, which are no longer regarded as a luxury but as an essential part of our existence, and each year sees an increase in the number of vehicles on the roads. Everyone is aware of what has made this multiplicity of cars possible - mass production, but who was the pioneer of mass production of cars? One name immediately springs to mind - Henry Ford - who conceived the idea of converting what was, in the first years of this century, a plaything of the rich into a commodity within the financial reach of practically everybody. To make a success of this concept, what was required was a simple, sound basic design which would cut out complications and reduce costs during manufacture and result in a cheap, reliable vehicle. He had been working on just such a design for some time and the result was the Model T Ford, otherwise known as the Tin Lizzie or Flivver, which was destined to become a household word and an institution wherever cars are known.

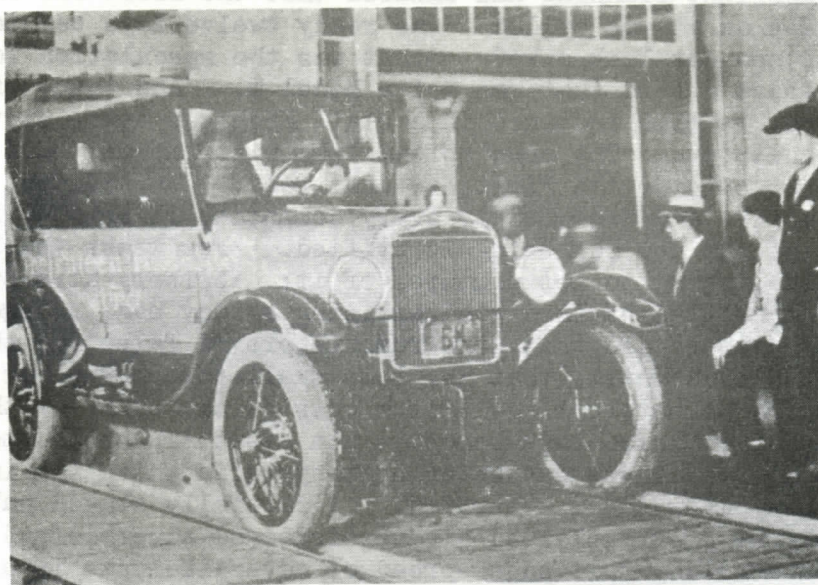
Production of the Model T commenced in 1908 at the Highland Park, Detroit, works of Ford, and by 1927, when the last one was built, 15,000,000 had been produced. These were offered in a wide variety of body forms, touring, saloon, coupe, roadster, van, lorry, pick-up and in any colour the customer wished, as long as it was black! Out of such a vast number, it is not surprising that quite a few survive to this day (there is, or was until very recently, a Model T lorry in daily use in Paisley) but times have changed and one now has to be very well-heeled to acquire one. A 1919 model was advertised recently at £1,250!

Although this single-minded concentration on one basic model had been Ford policy for years and had succeeded in bringing the car within the financial reach of so many, the Ford 'empire' had not been robbed of its versatility. Indeed, hardly a month went by that did not see some fresh innovation or testing of some detail improvement to make the Model T even greater value and, coupled to these advances, was the introduction of a five day week in the factory, with much higher wages than other manufacturers were offering. On 31st October, 1925, a record was achieved when, in one day, 9,000 vehicles were produced and the annual output amounted to 1,990,950 units. On January 5th that year the eleven millionth Model T engine was completed and by June 20th the twelve millionth passed out of the factory. During this time Ford was being harried constantly by intense competition, particularly from Chevrolet, with the result that he was always seeking to give the customer more for his money. This resulted in the price of a Model T being pared right down to the point where, for instance, a two-seater roadster cost \$260.00 or, at the exchange rate then in force, £65! It is doubtful if such automotive value has ever been approached, let alone equalled. However, the stage had been reached where even a sound product at a very low price was not enough, and the jokes which for years had been part of the Model T story, jokes which were overwhelmingly friendly in tone, such as that of the man who, on his deathbed, asked that his Model T be buried with him as he had never been in a hole that it had not got him out of, were now becoming more and more barbed. The 'friendly' cracks had dried up and were being replaced by such as the query - "Why is a Model T like a bathtub?" "Because one hated to be caught in it" - or that of the judge who advised a jury that the theft of a 1924 Model T could not be charged as grand larceny - "There is no such thing as grand larceny in connection with a second-hand Ford", he said, "It will be petty larceny or nothing!" Buyers were becoming more and more impatient with Henry Ford's apparent refusal to change the model, and this was a bitter pill for him to swallow, the fact that the very people he had put on wheels were turning against him and, adding insult to injury, turning to other makes of car.

So, by the mid-1920's the stark truth was that the legendary Model T had lost its appeal to a motoring public which had become more sophisticated and selective. The basic design of the car had remained unaltered since its original introduction and the competitors in the field, particularly Chevrolet already mentioned, and in the U.K. Lord Austin with his '7' and Lord Nuffield (as he later became) with the bull-nosed Morris, were making serious inroads into sales. Never one to admit defeat, Henry Ford was finally convinced that a change must be made, however reluctantly, and what he contemplated offering became a major talking-point. In due course an entirely new model to replace the Model T got past the blueprint stage and took physical shape for testing purposes. On May 26th, 1927, the fifteen millionth Model T, the last of a very long line, rolled out of the factory and, with it, the end of an era. The works then closed down and production ceased for five months while tooling-up for the new model was completed and the plant moved from Highland Park to the new Rouge Plant. This operation was accomplished by November 1st, 1927, although excellent planning had ensured that the first car of the new model - the Model A as it was called - was ready twelve days before that. Ah! but what did this new car look like? Great was the speculation for it was difficult to envisage a Ford that was not a Model T. And then, of course, it happened; someone, in this instance in a small Michigan town, spotted the 'new Ford' parked in a street. The news spread like wildfire and half the town headed for the spot outside the First National Bank. For months 'Ford Fever' had swept the country, and from nearly every community it seemed, big and small, had come reports of the new car being identified. For weeks the big city newspapers had been trying to get pictures of it; bribery attempts were made on Ford employees; the files of Ford's advertising agency had, allegedly, been rifled; but, in spite of all this, the rumours proved false and the public remained in ignorance. Until, that is, this small-town newspaper carried pictures, snapped by an enterprising Editor outside the Bank, of the real thing, and thereby achieved a first-class scoop. The eventual announcement of the Model A resulted in remarkable scenes of near-hysteria which the introduction of a new car model has never since generated. A carefully staged publicity campaign by Ford (who previously had always disdained advertising) helped this excitement with a four-day full page spread of advertisements in nearly every paper in the land. This campaign was tantalizingly deliberate, meting out facts day by day and keeping pictures of the car and its price to the last. All this, with the threat of selling the car at a cut price, sent gloom through the rest of the U.S. car industry and cars lay unsold in showrooms while people waited for the new Ford. Ford's handling of the Model A publicity is still considered one of the classic examples of inspired salesmanship, and it was said that Henry was not tinkering with a car but remodelling a great tradition! One appraisal said of the publicity build-up, "Few news stories of recent years received more space than the announcement of the new Ford car. None betokened more genuine and sustained interest. Certainly, no political, or international, or social, or artistic, or scientific news could approach it in popular validity." The price was nearly the same as it had been for the old car, remarkable considering the number of 'extras' which were now included as standard and thus dealing a body-blow to a whole industry which had been geared to supplying accessories to the very basic earlier car.

However, not everyone was swept off their feet, like the man who examined the new car and then exclaimed in a loud voice, "It's a Ford, all right!", and the reporter who wrote, "The new car is still identifiable as the least expensive - the shame of ownership will be modified but not wiped out by the appearance." For some time after its introduction the Model A continued to make news, not all of it complimentary. The brakes received unwelcome publicity when some places refused to licence the car as it lacked an independent emergency braking system, a fault very soon rectified, and the Model A fire insurance rates shot up, no doubt because of the petrol tank's position on the bulkhead immediately above and behind the engine! On a happier note, however, theft rates went down, a tribute to the fact that locks were now fitted - a refinement unknown to the Model T. The car had a short wheelbase, a high, boxy body, a four-cylinder engine of 3,283 c.c.'s, and a three-speed, manually operated gearbox. With a weight of only 22 $\frac{3}{4}$ cwts., the car had remarkable acceleration and a top speed of 65 m.p.h. The introduction of a conventional gearbox brought fear and panic to many old T owners who previously had only driven the old Flivvers with their unique 'three pedal' system, and it was said that one farmer, convinced that he would never master manual gear-changing, bought three brand new Model T's at the end of their production run in the hope that they would last him for the rest of his life.

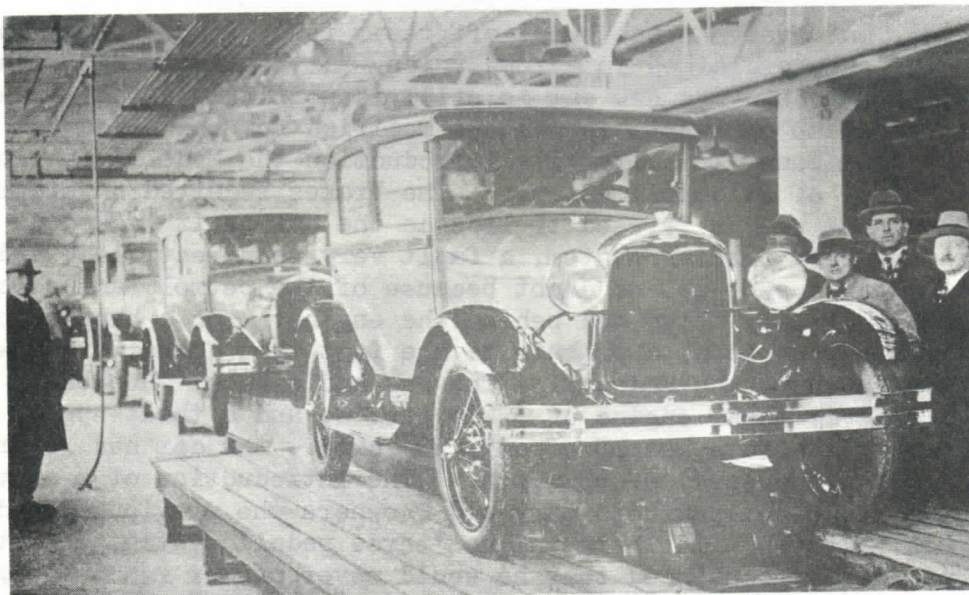
So, the 'lady' took over from Lizzie, and in a production run of four years, during which five million Model A's were sold, she proved herself a worthy successor. Nevertheless, by the end of 1931 so many advances in automobile design had come about and so numerous were alternative choices at competitive prices, the Model A was by then as obsolete as the Model T had been in 1927. It was then that Henry Ford brought about yet another revolutionary change with the introduction, in 1932, of the first low-priced V.8 - engined car. Although this change too had been awaited with eager anticipation, the scenes of excitement and near-riot which presaged the 'lady's' advent in November, 1927, were never equalled and, in any case, the advent of the Ford V.8 is another story.



Above: The last Model T Ford (not black, you'll note!) leaves the assembly line on 26th May, 1927

and

Below: The first Model A Ford makes its debut on 1st November, 1927



- 1) (a) Ness Point, near Lowestoft.
(b) Land's End.
- 2) Harold Wilson!
- 3) They all weigh the same.
- 4) A meat pie made from the heart, liver and lights of a deer. (Ugh!
It sounds revolting.)
- 5) The Earl of Beaconsfield.
- 6) Ten.
- 7) 85. Each larger number is double its upper neighbour plus one.
- 8) They were Messengers of the Gods.
- 9) Big.
- 10) Three. Trygve Lie, appointed 1945, resigned 1952.
Dag Hammarskjold, appointed 1952, killed 1962.
U. Thant, appointed 1962, still in office.
- 11) 1958.
- 12) A number greater than 1 which is divisible only by itself and 1.
- 13) Red, Orange, Yellow, Green, Blue, Indigo and Violet.
- 14) The area in space where the gravitational pull of the Earth and
Moon are equal.
- 15) 31st May, 1916.
- 16) The Hellespont.
- 17) Her Majesty The Queen.
- 18) The robin.
- 19) An 'unkindness' of ravens. (In the city centre, at dusk, the
same name could be given to a flock of starlings!)
- 20) 3rd - 12th May, 1926.

CROSSWORD SOLUTION

Across

- 1) Tidal Wave.
- 6) Ski.
- 8) Matinee.
- 9) Preposition.
- 10) Earns.
- 11) Stables.
- 13) Avenue.
- 15) Meaner.
- 17) Entreat.
- 18) Mount.
- 19) Three.
- 21) Allegro.
- 22) Let.
- 23) Send Roses.

Down

- 1) Temperamental.
- 2) Detergent.
- 3) Lanes.
- 4) Averse.
- 5) Emulate.
- 6) Sit.
- 7) Illustrations.
- 12) Languages.
- 14) Useless.
- 16) Strain.
- 18) Miler.
- 20) Rot.

20.

The following is a personal account of the port of Rostock given to 'Triad' by Mr. Charles Smith, Second Steward on M.V. "CAPE WRATH":

SOME FACTS OF ROSTOCK

"The town of Rostock is a superbly clean one and the view from the entrance is excellent, with neat parks and hotels dotted along the river-side. It's so lovely that it's hard to believe that during the war about sixty per cent of the town was destroyed by bombing.

The population of Rostock is 200,000, compared with 70,000 in 1940. There are a great many fishermen who have a large number of trawlers. Most of the town's products are exported and, of these, shipbuilding has first place. For example, the shipbuilding firm of Reichter build ships for the West Germans, and the interesting point here is that they are handed over minus the engine and the West Germans install their own. Why this is so I never did find out, but I suggest for reasons best known to them than you or I.

Looking at the sporting side, the local football team, which is called Hansa Rostock, has for the last four years been placed second in the first division league. On October 26th they played a rival team called Wismut Aue and beat them 3 - 1. Some of the members of the ship went along and I gather that it was a very clean and sporting game. Due to the cold weather, a few Nameless Ones carried their hot water bottle, no doubt to keep the heat in and the cold out!

In the 1972 (Olympic) Games East Germany will fly their own flag, have their own strip and will be allowed their own Anthem. This will be for the first time ever, of course, and it would be really something for the East German people to cheer about if they win any of the much sought-after gold medals.

I had the pleasure of talking to Herr Gurgin Schueider, who is the second director of the International Seamen's Club, and he was telling me that any seaman desirous of going to the theatre, or to sightsee, they would arrange everything and it would not cost anything on the part of the seaman! A wonderful gesture, not to be abused.

I hope that this will be interesting to our seafaring people and, of course, to our office staff."

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There was a touch of sadness, and surprise, in some quarters at a report in 'Fairplay' dated 19th December which mentioned that the "EASTLAND TRADER", ex "BARON KILMARNOCK", had 'sprung a leak and sunk at sea' without giving further details. There was sadness because the sinking of any ship, particularly one where there has been personal association, is an unhappy event and surprise because, knowing the quality of "BARON KILMARNOCK'S" hull, it seemed odd that she should simply spring a leak and sink. However, 'Fairplay' of 2nd January put the record straight by printing a correction. Apparently the "EASTLAND TRADER", which did founder, was a similar-sized tanker, but built in 1948, and had taken her last name shortly after the ex "BARON KILMARNOCK" had relinquished it to become "SAN ANTONIO". We are glad to say that "SAN ANTONIO" is still very much afloat.

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In the July and October numbers of 'Triad' mention was made of the M.V. "BLENHEIM", owned by Fred Olsen and Company. We note that they have now sold this ship to Uglands Rederi, who propose converting her into a bulk/car carrier.

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For generations of tramp ships raw sugar has represented an important homogeneous cargo and as the consumption of sugar has risen in many parts of the world so has this importance increased. Before, during and for a few years after the Second World War raw sugar was, with one or two exceptions, carried on board ship in jute bags. One of the exceptions was the sugar trade between Hawaii and San Francisco, where, for some years prior to the War, the Matson Steamship Company, with at least two specially-built vessels with engines aft, probably amongst the first of the 'bulk carriers', carried raw sugar in bulk.

Ships owned by our Parent Companies have for a long time been prominent in the Sugar Trade and when it was decided after the War to experiment with the carriage of this commodity in bulk to the United Kingdom we were well in the forefront of the pioneers. Indeed, the first full bulk sugar cargo to be brought to this country arrived in London on 8th April, 1949, on board the S.S. "BARON HAIG", and this really was the start of a revolution in the carriage of sugar throughout the world. Between April, 1951, (by which time bulk carriage had passed beyond the experimental stage) and June, 1967, 'Baron' ships alone imported into this country from the West Indies, South Africa, Queensland, Fiji and Mauritius the impressive total of 2,256,493 tons of bulk sugar, and this does not take into account tonnages shipped to the Continent, Japan and Eastern Canada.

Such close involvement in the actual transporting of sugar means that many of us can claim, with justification, to be quite knowledgeable about certain aspects of it and, of course, everyone can claim experience of that white stuff that rests sweetly in a bowl on the table, but how many of us know much at all about what happens between the plantation and the table?

Sugar cane is a perennial grass which grows in the warmer regions of the Earth and it is thought likely that it originated in Eastern Asia. Solid sugar was first known probably about 500 A.D., and for centuries was considered a delicacy.

Sugar is formed in the green leaf by sunshine in the presence of chlorophyll combining carbon dioxide and water and the sugar from the leaf is stored in the stalk. At each joint of the stalk, about five inches apart, there is an embryo cane known as an 'eye' or 'bud'. By planting pieces of cane these 'eyes' germinate and from each there are several shoots. Maturity takes about eight to twenty months, depending upon climatic conditions, and the length of stalk varies greatly, but on the average a well grown crop could be taken at about twelve feet. Generally, cane contains about 12 - 15% sucros and 11 - 16% fibre - the balance is made up of sugars other than sucros, inorganic and organic compounds and usually over 70% water.

World production of sugar is about 28,000,000 tons from cane and 18,000,000 tons from beet. It is also obtainable from other plants, including the maple tree and palms, but the quantity produced is of no account on a world-wide basis. After being cut and taken from the plantation to the sugar factory, the cane is submitted to high pressure (up to about 500 tons on an 84" top roller) and at the same time water is applied to extract the juice. The crushed cane, known as bagasse, provides all the fuel for the factory and high pressure steam is used for power and the exhaust steam from the engines is used for process requirements, from which it is apparent that waste is kept down to a minimum.

Juice is clarified by a small addition of milk of lime, heat and decantation, and the clear juice is then concentrated, crystallized and the sugar then separated from the molasses in centrifugal machines. This, then is the raw sugar which we know so well, and it is conveyed to a bulk store to await shipment, where we come in! On arrival at the discharging port, the sugar is, of course, landed and taken to the refinery. The first step in the refining process is affination, or washing, the adhering film of molasses from the raw sugar crystals. This separation is accomplished by mixing raw sugar with syrup and then spinning the mixture in centrifugals and after the syrup has been thrown off the sugar is washed with water. This washed sugar is then dissolved in water in a continuous 'melter'.

The resulting liquor is then treated with excess of milk of lime which is then immediately neutralised in three stages which produces chalk. This chalk forms a filter bed and the resultant liquor from the filters is now light golden in colour and brilliantly clear.

Full use is made of the properties of animal charcoal to absorb dissolved impurities from sugar solutions and the liquor mentioned above is passed slowly through cisterns containing about twenty feet of bone charcoal. The liquor coming from these cisterns is nearly colourless, and from this high-quality material there is no difficulty in producing sugar which is 99.9% pure. The char is revived by washing it with large quantities of hot water to remove inorganic salts and by burning off the organic matter in kilns at a temperature of about 1,100° Fahrenheit.

Crystallization is achieved by concentration at controlled supersaturation in vacuum pans at a low boiling temperature and the separation of crystal sugar from the massecuite (the medium which facilitates the 'transport' - or flow - of the sugar from one container to another) is done in high-speed centrifugal machines. The sugar is retained by a perforated lining which allows the liquid syrup to pass through out of the centrifuge after which it is conducted to tanks. The crystal sugar is then dried by allowing it to enter revolving drums during which hot air passes through the cascade of sugar and the uniform size of grain is obtained by putting the dry sugar through vibrating sieves. By this time the sugar is ready for packing and it is generally despatched in one, two and four pound paper packets or one hundredweight paper sacks or two hundredweight jute bags.

So, the next time you are putting that fifth spoonful of sugar in your tea spare at least a fleeting thought for all those little white granules and consider for a second the care and organisation that has been necessary to enable them to be formed and reach you.

We must thank The Westburn Sugar Refineries Limited, Greenock, for the foregoing facts on the refining of sugar.

LAUNCH OF M.V. "CAPE YORK" AT HORTEN, 17TH JANUARY, 1969

So much has already been said in these columns about our visits to Norway that it is difficult to find new words to express adequately our appreciation and gratitude for the warm-hearted generosity of our Norwegian friends, and our continuing admiration for their organising efficiency.

Our most recent visit, for the Launch of M.V. "CAPE YORK", did more than confirm these convictions. On this occasion our Sponsor was the Hon. Mrs. A. M. Lyle, who also launched the fourth vessel of that name in March, 1955, and she graciously sent the fifth and latest addition to the Lyle Fleet on her way promptly at 1.30 p.m. on Friday, 17th January, at Horten. As usual, the school band played merrily away, stoically braving the elements of sleet and snow in a cheerful rendering of "Congratulations." One wee lad bore a striking resemblance to Charlie Drake in his award-winning International Film Festival presentation of a one-man orchestra.

Mr. Borchsenius, Managing Director of A/S Horten Verft, welcomed the guests at the Reception which followed the Launch, and Mr. Langballe, now Chairman of the Company, proposed the Toast to the ship and her Owners. In his reply, Mr. Nicholson offered warmest congratulations to Mr. Langballe on the honour of the Order of St. Olaf recently bestowed upon him and also expressed the feelings of pleasure that his Scottish friends had in learning of his appointment as Chairman of Horten Verft.

After the usual Toasts, we returned to Tønsberg to prepare for the formal Reception at the Naval Officers' Club, Horten, in the evening. In the event this proved to be a memorable experience, providing an excellent dinner and some real good fun, yet preserving, in the Polonaise, the dignity

and decorum which were a feature of ballrooms here in earlier days. Mr. Borchsenius referred with much pleasure to the firm bonds which our joint enterprise have formed and further strengthened by each successive launching. He gratefully acknowledged the co-operation of our technical staff in quickly resolving the many problems which arise in the course of building, before presenting the Hon. Mrs. Lyle with a beautiful pair of diamond ear-rings. Many after-dinner speeches are rather dull and uninteresting and it is no small tribute to our Sponsor that, in acknowledging the gift and expressing the grateful thanks of the Scottish contingent, she spoke with a charm and eloquence that immediately captured the interest and enthusiasm of her audience. Lieutenant Colonel Lyle, in a delightful 'takk for matten' speech, introduced a humorous note which all present enjoyed, and we all left the dining table in fine fettle for our coffee - and other good things forbye!!

The highlight of the ensuing events was a kind of satirical tableau of the Olympic Games. At a given signal the trim figure of Mrs. Holmbek ran in carrying the torch and the bowl was set alight. Mr. Nicholson formally declared the "Games" open and three teams, the Cape York Rangers, the Johnnie Walker Athletic Club and the New Scotland Yard, engaged in a variety of contests, culminating with a wooden horse race. S.S.M. were represented in the Rangers team by jockeys "Scobie" Bryson and "Lester" Currie, the third member being Mr. D. Grant, Principal Lloyd's Surveyor for Norway. The team won by a short head and, in true Olympic fashion, they mounted the dais to receive their "gold" medals from Mr. Borchsenius.

After a delightful lunch the following day with Mr. and Mrs. Holmbek and Miss Alsos at Oslo Airport, the return journey to Glasgow offered time for pleasant meditation and happy memories of a thoroughly enjoyable excursion.

OFFICE NEWS (Continued from Page 2)

The arrival of "CAPE CLEAR" at Grangemouth on Saturday, 23rd November, afforded an excellent opportunity to visit the ship and, for the first time for many, a chance to see one of the Norwegian-built bulk carriers. She had brought a cargo of packaged lumber from British Columbia, part of which had already been discharged at London.

On the day after her arrival a party of about fifty from the Office and their friends drove through to Grangemouth in two buses - in typical November weather - and, after an enjoyable meal at the Leapark Hotel, were welcomed on board by Captain Warden. He and his Officers went out of their way to make the occasion a pleasant one for all and, after a most interesting visit, the guests came ashore with an increased appreciation of the seagoing side of the business and of the efficiency and high standard of finish of the new bulk carriers.

On Friday, 30th November, a most enjoyable Staff Dinner-Dance was held at the Tinto Firs Hotel, Glasgow. This was, of course, the first social 'get together' of this nature since the formation of Scottish Ship Management and it offered an excellent opportunity to us all to become acquainted away from the Office.

After a preprandial 'tongue-loosener' everyone headed for the dining-room and their allotted table, there partaking of an excellent dinner.

The dancing which followed, interspersed with one or two 'cabaret turns' which were much appreciated, went on until 1.30 a.m. - which seemed to come far too quickly. During the evening a raffle, with some truly magnificent prizes, was anxiously watched by everyone and some envious glances were cast at the lucky winners, some of whom, judging by the number of prizes won, either were extremely lucky or had bought several books of tickets!

A thoughtful gesture at the end was the provision of buses to act as 'magic carpets', thereby rounding-off a thoroughly pleasant evening and, at the same time, helping the Police to conserve their supply of balloons.

Another very pleasant social 'get-together' took place at the Office on Thursday, 12th December, between 4.30 and 6.30 p.m., when the Technical Department lost its desks and general engineering atmosphere to make way for a Cocktail Party at which the Directors of the Parent Companies as well as of Scottish Ship Management, Staff and Guests were present. Again, an opportunity was presented to meet each other in a congenial atmosphere and we were pleased to welcome Captain J. D. Minards and Captain A. M. Fraser. In addition to a most generous supply of liquid refreshment, there was a bewildering array of 'eatables' and much credit must go to the organisers for a most successful party.

We take this opportunity of thanking the Directors for their generosity which made these functions possible.

PERSONNEL NEWS

SEASTAFF ONE (CONTINUED FROM PAGE 3)

assured. Talks also revealed the very high level of efficiency that would be required, again both by shore and seagoing staff, if the Company is to survive under present-day conditions - bearing in mind the very high cost of building a modern fleet. We were all left in a much better position to understand the reason for change after hearing about the economics and financing of Shipping today. We are all certain that Seastaff One was of tremendous value, and nothing but good should result from future Seastaffs. This, of course, will not be one-sided as we were all of the opinion that Management also can learn from Seastaffs facts that will help us all to achieve a high standard of efficiency.

All who attended Seastaff One came away with the knowledge that we Seagoing Personnel are considered very much part of the team and great stress was laid on this during the entire Course. Certainly, this was evident during the many talks and discussions that took place throughout the entire Course. This fact alone must in the end raise morale, and once that has been achieved it would be fair to say that everything concerning the smooth running of the Fleet will fall into place. Throughout the Course we were encouraged to express our ideas. Early on we all felt a shade reluctant to do so - under the circumstances this was natural - but this reluctance soon disappeared because of the warmth shown by the Directors and all those of the Office Staff who took part. Future Seastaffs should not have the slightest hesitation in presenting any views they may have; indeed, we can assure you that the Management will welcome this.

The Course pinpointed many of the problems that can arise at the Office and many of the reasons why matters have to be done in the way they are, and this was most revealing. The exchange of ideas and understanding of each other's problems should make for much closer liaison and, if one takes Critical Path Analysis into account, then greater efficiency in the Fleet will result. Critical Path Analysis (mere mention of this may raise a few seagoing eyebrows) can be employed in any task, even the coffee break!

During the Course the Directors very kindly invited us to lunch at the Western Club and we of Seastaff One, through the medium of 'Triad', wish to express our most sincere thanks for this generous gesture. Despite the fact that there was a slight difference of opinion between two Directors as to the choice of menu, we felt that the Director in charge of catering for the lunch chose very well indeed.

Our thanks also to A. M. Nicholson of the Marine Department who acted as Co-ordinator of Seastaff One: he has not forgotten his time spent at sea for the coffee arrived right on the dot!

We of Seastaff One trust that all those due to take part in future Seastaffs will derive as much benefit and understanding from the Course as we have done and wish them the very best in endeavouring to make future Seastaffs of great benefit to Scottish Ship Management Limited.

THE OFFICE VIEWPOINT

The Scottish Ship Management, Lyle and Hogarth House Flags were flown on Monday, 20th January, to welcome some eight members of the sea personnel to the Office. This was the start of the Internal Office Courses, of which mention was made in the last edition of 'Triad'.

From the preceding article on the Course (written by those who attended it) it will be observed that only one Engineer was present. This doesn't mean that we don't like our Engineers! It merely reflects the availability of those ashore. It could well happen that the situation be reversed on future occasions.

Initially only senior Officers were invited and this may be the case for the next Seastaff, but it is not intended to restrict these Courses to senior Officers. Indeed, it seems obvious that by inviting a large cross-section of Officers it will be even more beneficial all round.

The subjects of each day's talks generally covered what is happening in each Department at present. This, together with talks on future planning, makes procedure simplification imminent.

The subject of work study may not appeal to all at first sight, but Lieutenant Commander Ellis, who came from the Federation in London, talked in a most interesting manner, backing his talks up with slides and a film. For those who were sceptical about the subject prior to hearing Lieutenant Commander Ellis, they found that their scepticism soon disappeared. During the discussion at the close of the Course it was felt that the Course was too short - there didn't seem to be enough time at all. Several suggestions have cropped up. One is that the Course be increased to two weeks, thereby allowing the subject of work study to last for two days, which would make all the difference. Another suggestion is that we should hold the Course to one week, and cut out the work study day altogether. In this case we would send personnel to the Course on Work Study that the Federation run. So far no decision has been made, so if you have any suggestions please let us know.

Seastaff One proved so successful that it is quite possible it will be held more often than originally intended. But whatever the outcome of discussions about the future of the Seastaff, we welcome your views on any topic; even more, we welcome you, yourself, here at 40 Buchanan Street.

M.V. "CAPE RONA" AT GLASGOW, JANUARY, 1969

One item of interest that came to light during the "CAPE RONA'S" New Year visit to Glasgow was the 'unusual' purchase by her Master, Captain I. Nilsen, of a ship's steering wheel which, like Captain Nilsen, hails from Norway. The wheel has come from the well-known Norwegian passenger vessel, M.V. "VENUS", which is presently being broken up by Shipbreaking Industries Limited at Faslane on the Gareloch. It is pleasant to think that at least a small part of M.V. "VENUS" will return to Norway to be preserved for posterity.

DONATION

Mr. R. Ilderton, Second Steward on "CAPE NELSON", wrote to us in December from Seven Islands to say that he and his shipmates had sent a cheque for £23. 10/- to The St. John of God Hospital for Spastic Children, the money having come from the ship's Bar Funds. This was a commendable gesture which we are sure would be much appreciated and might well act as an example, thereby setting the ball rolling in a similar direction on other ships.

On 18th January, 1969, the M.V. "FIRTH FISHER", owned by James Fisher and Sons Limited, Barrow-in-Furness, developed a list in severe weather off Land's End, and M.V. "CAPE HOWE", Captain A. MacKinlay, was able to render assistance and escort the "FIRTH FISHER" into the safety of Falmouth Bay. Below we give Captain MacKinlay's report, together with reproductions of letters which passed between James Fisher and Sons Limited and Lyle Shipping Company Limited.

REPORT FROM CAPTAIN A. MACKINLAY

At 1150 hours on 18th January it was reported to me that the M.V. "FIRTH FISHER" was in difficulties about three-quarters of a mile off our port bow with two lifeboats in attendance, and I immediately went to the bridge as she had been the subject of a 'Mayday' alarm the previous night.

Contact was established at 1213 hours when we asked her if she required assistance from us, and she requested that we lie close to on her weather side to afford a lee. Course was, therefore, altered to bring us close to "FIRTH FISHER", conditions at the time being wind westerly, Force 7 and squally, rough sea and heavy swell, with her hove to and listing ten to fifteen degrees with shifted cargo. Our position at this time was $17\frac{1}{2}$ miles off Bishop's Rock Lighthouse and "FIRTH FISHER" advised that she proposed heading for St. Mary's (Scilly Isles) with my ship offering a lee. In reply, I said that I considered this impracticable as it would mean steering a course practically beam-on to the sea and would, in my opinion, probably increase the danger of a further shift of cargo. At 1240 hours we took up a position about 400 feet off "FIRTH FISHER", giving a lee, and commenced to lay an oil slick, the oil being used being sludge from the engine room. This enabled her to turn and lay a course for St. Mary's. About this time the St. Ives lifeboat returned to base, leaving the St. Mary's lifeboat, H.M. Submarine "TIPTOE" and ourselves standing-by. "FIRTH FISHER" made continuous efforts to maintain course for St. Mary's but, because of heavy rolling, she was repeatedly forced to turn and run before the sea.

During this time we continued to maintain close station and I asked "TIPTOE" if she could take up a position on "FIRTH FISHER'S" weather bow and run a slight oil slick. "TIPTOE" replied that she would, but had only a very limited supply of oil which could be used for this purpose. At about 1408 hours "TIPTOE" took up a position about half a mile ahead of "FIRTH FISHER'S" weather bow and laid an oil slick until her available oil was exhausted. This slick appeared to be quite effective. She then stood by until 1837 hours when "FIRTH FISHER" advised that her assistance was no longer required.

At 1600 hours, with the wind W.S.W., Force 7 and squally, with a rough sea and heavy swell, the "FIRTH FISHER'S" Master decided to abandon his attempt to reach St. Mary's and instead to try and steer for Mount's Bay, with us continuing to remain close to her. By 1800 hours, still rolling heavily, she was on course towards Mount's Bay, our position at this time being 10.8 miles off the Longships, and her Master then decided to make for Falmouth and accordingly altered course for Lizard Point, with us still offering a lee on her weather quarter and the St. Mary's lifeboat about three miles astern. At 1929 hours Lizard Point was abeam, two miles distant, and I asked "FIRTH FISHER" if she still required our presence. She asked us to remain with her until she entered the full shelter of Falmouth Bay, and at 1949 hours, in sheltered waters and the Lizard Point Lighthouse 4.8 miles away, "FIRTH FISHER" signalled that we were no longer required and we therefore resumed course for Amsterdam at 1951 hours, the total time taken for this operation being seven hours, thirty-six minutes.

LETTER FROM SIR JOHN FISHER, CHAIRMAN OF JAMES FISHER & SONS
LIMITED, BARROW-IN-FURNESS, TO MR. J. P. AGNEW DATED
20TH JANUARY 1969

James Percival Agnew, Esq.,
Chairman, Lyle Shipping Co., Ltd.,
12, Princes Square, 48, Buchanan Street,
GLASGOW, C.1.

My dear Sir,

On behalf of my colleagues in this Company and of Captain O'Niell and the Officers and crew of M.V. "FIRTH FISHER" under his Command, I write to express our thanks to the Captain of your M.V. "CAPE HOWE" for standing by in exceptionally severe weather whilst "FIRTH FISHER" had taken on a list of 10° whilst in the position off Land's End and being uncertain as to whether a further list might have developed and assumed serious proportions. The behaviour of your Master and his crew on board "CAPE HOWE" gave our Master much confidence in facing an uncertain situation and it is with satisfaction and grateful thanks that we are able to write and tell you that "FIRTH FISHER" found safety in Falmouth Harbour and is now adjusting her cargo, with no trouble below hatches and only a small amount of heavy weather damage on deck.

We are most grateful to you and appreciative of the seamanlike operations of the Master of the "CAPE HOWE" in providing a lee for "FIRTH FISHER" at the height of the storm.

Yours sincerely,

(Signed) John Fisher

Chairman (Sir John Fisher)

LETTER FROM MR. W. NICHOLSON, MANAGING DIRECTOR OF LYLE SHIPPING
COMPANY LIMITED, GLASGOW, TO SIR JOHN FISHER DATED
23RD JANUARY 1969

Sir John Fisher,
Messrs. James Fisher & Sons, Ltd.,
P.O. Box 4, Fisher House,
BARROW-IN-FURNESS.

Dear Sir John,

Thank you very much for your kind letter of 20th January addressed to our Chairman.

It is, of course, one of the fine traditions of the sea that a ship in distress will always be given the maximum amount of assistance by others who are at hand and I am sure Captain MacKinlay of "CAPE HOWE" regarded the incident as "all in the day's work."

We shall, however, convey to him your expressions of appreciation and thanks and, for our own part, may we say how glad we are to know that the "FIRTH FISHER", having reached Falmouth Harbour safely, has suffered no great damage.

Yours faithfully,
LYLE SHIPPING CO., LTD.

(Signed) W. Nicholson

Managing Director

P E R S O N N E L

AS AT 7/2/69

M.V. "BARON CAWDOR"

MASTER	A. L. MILNE
CHIEF OFFICER	L. M. HOCKING
2ND OFFICER	M. R. G. ROCHE
3RD OFFICER	R. WHITING
RADIO OFFICER	D. HYND
CADET	J. MACDONALD
BOSUN	J. R. NORDEN
CHIEF ENGINEER	J. ATKINSON
2ND ENGINEER	W. ADAMSON
3RD ENGINEER	J. MAIR
4TH ENGINEER	J. BAILLIE
4TH ENGINEER	B. STRACHAN
JUNIOR ENGINEER	J. GRAY
ELECTRICIAN	W. DALKIN
CHIEF STEWARD	T. EVANS
CHIEF COOK	J. D. REID

M.V. "CAPE CLEAR"

MASTER	W. WARDEN
CHIEF OFFICER	J. MACKAY
2ND OFFICER	H. S. TAYLOR
3RD OFFICER	F. MORAN
RADIO OFFICER	B. BRESLIN
CADET	R. MACKENZIE
CADET	D. LUNN
BOSUN	M. SALEBAN
CHIEF ENGINEER	J. ALLAN
2ND ENGINEER	G. McEWEN
3RD ENGINEER	R. KENNEDY
3RD ENGINEER	G. S. STEVENSON
4TH ENGINEER	D. CARMICHAEL
JUNIOR ENGINEER	A. G. CAMPBELL
ELECTRICIAN	J. I. WIGHTMAN
CATERING OFFICER	I. McDONALD
ASST. STEWARD	J. McDONALD
CHIEF COOK	J. H. CAMPBELL

M.V. "BARON DUNMORE"

MASTER	A. M. FRASER
CHIEF OFFICER	F. M. DALBY
2ND OFFICER	A. SYMINGTON
3RD OFFICER	N. CLARKE
RADIO OFFICER	C. RITCHIE
CADET	A. LATTY
CADET	G. CUNNINGHAM
CHIEF ENGINEER	A. P. ALEXANDER
2ND ENGINEER	T. CAMPBELL
3RD ENGINEER	R. NIELSON
4TH ENGINEER	D. J. DRUMMOND
4TH ENGINEER	J. KELLY
JUNIOR ENGINEER	I. DEWAR
ELECTRICIAN	A. FANNING
CHIEF STEWARD	A. RANDLE
CHIEF COOK	K. MACKAY

M.V. "BARON FORBES"

MASTER	T. R. BAKER
CHIEF OFFICER	J. HUNTER
2ND OFFICER	J. W. PURDON
3RD OFFICER	J. MAIR
RADIO OFFICER	M. N. PITCHER
CADET	M. WILSON
CHIEF ENGINEER	T. McGHEE
2ND ENGINEER	D. C. SMART
3RD ENGINEER	M. FERGUSON
4TH ENGINEER	J. W. GOLBY
4TH ENGINEER	A. DIAS
JUNIOR ENGINEER	R. MacRAE
ELECTRICIAN	J. PATON
CHIEF STEWARD	A. SISI
2ND STEWARD	R. ILDERTON
CHIEF COOK	T. W. ROBSON

M.V. "CAPE FRANKLIN"

MASTER	C. G. MALLETT
CHIEF OFFICER	M. MURRAY
2ND OFFICER	W. ANDERSON
3RD OFFICER	R. L. HAWKE
RADIO OFFICER	W. McLEOD
CADET	J. MALCOLM
BOSUN	R. SMITH
CHIEF ENGINEER	T. BARROW
2ND ENGINEER	D. WRIGHT
3RD ENGINEER	C. SNEDDON
4TH ENGINEER	J. COLLINS
JUNIOR ENGINEER	B. CARCARY
JUNIOR ENGINEER	A. LATIF
JUNIOR ENGINEER	R. WILSON
ELECTRICIAN	J. THOM
CATERING OFFICER	J. BLAIR
2ND STEWARD	R. CATHCART
CHIEF COOK	A. SUTHERLAND
2ND COOK	J. VAN DER LAY

M.V. "CAPE HOWE"

MASTER	A. MACKINLAY
CHIEF OFFICER	S. REDMAN
2ND OFFICER	T. HARKISS
3RD OFFICER	L. GILHOOLY
RADIO OFFICER	W. HOUSTON
CADET	R. RICHARDSON
BOSUN	P. MacPHEE
CHIEF ENGINEER	W. ANDERSON
2ND ENGINEER	K. MALHOTRA
3RD ENGINEER	D. ADAM
4TH ENGINEER	T. HILL
JUNIOR ENGINEER	A. HARRISON
JUNIOR ENGINEER	A. CHUCKERBUTTY
ENG. CADET	D. CHARTERIS
ELECTRICIAN	R. WALMSLEY
CHIEF STEWARD	J. P. D. SMITH
CHIEF COOK	A. ALDER

M.V. "BARON INVERFORTH"

MASTER	G. DOWNIE
CHIEF OFFICER	B. W. LAWSON
2ND OFFICER	A. GOODLAD
3RD OFFICER	A. KEMP
RADIO OFFICER	W. DENNEHY
CHIEF ENGINEER	A. F. McLEAN
2ND ENGINEER	C. McRAE
3RD ENGINEER	H. MacPHAIL
4TH ENGINEER	A. R. SHAH
ELECTRICIAN	R. PRATT
CHIEF STEWARD	E. VAHER

M.V. "CAPE RODNEY"

MASTER	J. HETHERINGTON
CHIEF OFFICER	W. E. GREATOREX
2ND OFFICER	T. WALKER
3RD OFFICER	D. BRANNAN
RADIO OFFICER	J. K. WARING
CADET	S. STACPOOLE
CADET	A. R. LANFEAR
CHIEF ENGINEER	A. G. METCALF
2ND ENGINEER	G. NICHOLSON
3RD ENGINEER	G. WEIR
4TH ENGINEER	J. PATTON
4TH ENGINEER	J. HANNIGAN
ELECTRICIAN	J. ROBERTSON
CHIEF STEWARD	P. COLES

M.V. "CAPE ST. VINCENT"

MASTER	A. C. HUNTER
CHIEF OFFICER	H. WEDDELL
2ND OFFICER	P. COONEY
3RD OFFICER	M. PICKUP
RADIO OFFICER	M. J. CAIRNEY
CADET	J. S. JOHNSTONE
CADET	D. CAMPBELL
CHIEF ENGINEER	R. M. TAYLOR
2ND ENGINEER	K. SKRZYWANEK
3RD ENGINEER	J. HENRY
4TH ENGINEER	J. T. WALLACE
4TH ENGINEER	G. McLEOD
JUNIOR ENGINEER	W. J. HUGHES
JUNIOR ENGINEER	J. MONOGHAN
ELECTRICIAN	W. HORNSHAW
ENG. CADET	W. SHIRLEY
CHIEF STEWARD	A. McGILL
2ND STEWARD	J. McMAHON
CHIEF COOK	L. DAVIES

M.V. "CAPE NELSON"

MASTER	T. P. EDGE
CHIEF OFFICER	I. J. I. BARCLAY
2ND OFFICER	J. GIBSON
3RD OFFICER	C. MACDONALD
RADIO OFFICER	J. CHAMBERLAIN
2ND RADIO OFFICER	D. F. WILSON
BOSUN	J. T. MACFARLANE
CARPENTER	F. DIXON
CHIEF ENGINEER	M. MINIKIN
2ND ENGINEER	R. SUTHERLAND
3RD ENGINEER	A. BEATON
4TH ENGINEER	H. LLOYD
JUNIOR ENGINEER	D. MORRISON
JUNIOR ENGINEER	W. McEACHARN
JUNIOR ENGINEER	W. MACDONALD
ELECTRICIAN	J. McLEAN
CHIEF STEWARD	W. MITCHELL

M.V. "CAPE SABLE"

MASTER	J. R. L. CAIN
CHIEF OFFICER	D. S. GORDON
2ND OFFICER	N. BATTERSBY
3RD OFFICER	R. MULLEN
RADIO OFFICER	L. CAMERON
CADET	W. BARRIE
CADET	A. M. TINDALL
BOSUN	A. M. HASSAN
CHIEF ENGINEER	D. MACLEOD
2ND ENGINEER	J. T. RODGER
3RD ENGINEER	J. L. BLACKWOOD
3RD ENGINEER	D. McKORRACHER
4TH ENGINEER	D. S. W. HALL
JUNIOR ENGINEER	D. CONLIN
ELECTRICIAN	J. LEIPER
E.R. STOREMAN	M. HUSSEIN
CHIEF STEWARD	H. SCOLLAY
ASST. STEWARD	J. BROWN
CHIEF COOK	A. McCALLUM

M.V. "CAPE WRATH"

MASTER	P. SMITH
CHIEF OFFICER	A. HEPBURN
2ND OFFICER	A. WEIR
3RD OFFICER	P. DYSON
RADIO OFFICER	D. CRAWFORD
CADET	J. PAGET
CADET	R. GARDINER
CHIEF ENGINEER	G. HENDERSON
2ND ENGINEER	H. OSTERMAN
3RD ENGINEER	A. MILLER
3RD ENGINEER	J. G. STONE
4TH ENGINEER	J. WALKDEN
JUNIOR ENGINEER	D. E. MARSHALL
ELECTRICIAN	R. KNIGHT
CHIEF STEWARD	E. HUTTER
2ND STEWARD	C. SMITH
CHIEF COOK	K. PERKINS

PERSONNEL (Continued)ON LEAVE

MASTER	D. L. INNES
MASTER	J. D. MINARDS
MASTER	A. MacLEOD
MASTER	T. B. McLEOD
MASTER	D. SINCLAIR
MASTER	A. B. SUTHERLAND
CHIEF OFFICER	G. ANDERSON
CHIEF OFFICER	J. PETERSON
CHIEF OFFICER	J. ROBERTS
CHIEF OFFICER	J. TATTERSALL
2ND OFFICER	J. KANE
3RD OFFICER	D. L. COE
3RD OFFICER	B. W. B. LUCAS
3RD OFFICER	P. SMART
3RD OFFICER	D. VEITCH
RADIO OFFICER	R. FAULDS
RADIO OFFICER	D. GUDGEON
RADIO OFFICER	D. HUMBLE
RADIO OFFICER	D. McLEOD
CADET	G. S. COPLEY (In Australia)
CADET	A. J. KINGHORN
CADET	A. J. RILEY
CHIEF ENGINEER	K. BEARPARK
CHIEF ENGINEER	J. BLACK
CHIEF ENGINEER	R. BREEDS
CHIEF ENGINEER	D. W. CHALMERS (Appmt. pending)
CHIEF ENGINEER	A. DAVIDSON
CHIEF ENGINEER	W. MOORE
CHIEF ENGINEER	W. SADDLER
2ND ENGINEER	A. MILLER
3RD ENGINEER	I. CAMPBELL
3RD ENGINEER	A. HARBINSON
3RD ENGINEER	G. LAW
3RD ENGINEER	J. O'HARA
3RD ENGINEER	J. RIDDELL
3RD ENGINEER	G. D. SHIELDS
4TH ENGINEER	R. McLEAN
ELECTRICIAN	D. DAVIES
ELECTRICIAN	J. GRAY
ELECTRICIAN	W. MACK
ELECTRICIAN	R. McINTOSH
ELECTRICIAN	R. TURRIFF
JUNIOR ENGINEER	F. BOYLE
JUNIOR ENGINEER	D. HEATON
JUNIOR ENGINEER	D. MORRISON
CHIEF STEWARD	C. CLANCY
CHIEF STEWARD	J. DADDY
CHIEF STEWARD	R. HORNER
CHIEF STEWARD	R. SHERRIFF
BOSUN	P. D. SHARMAN
CHIEF COOK	L. THOMPSON
2ND COOK	A. McGAW

ON SICK LEAVE

CHIEF OFFICER	R. CRAWFORD
CHIEF OFFICER	G. TOWERS (In Australia)
2ND OFFICER	T. HAMILTON
RADIO OFFICER	J. WILLIAMS
2ND ENGINEER	B. SHARP

STANDING BY "CAPE YORK" AT HORTEN

MASTER	T. C. D. HOGG
CHIEF ENGINEER	J. LOUGHRAN

STUDYING

2ND OFFICER	J. W. KING (For Master)
2ND OFFICER	P. RICHARDSON (For Extra Master)
2ND OFFICER	A. WILLIAMSON (For Master)
3RD OFFICER	C. F. GREEN (For 2nd Officer)
3RD OFFICER	B. HULSE (For Chief Officer)
3RD OFFICER	M. SMITH (For 2nd Officer)
3RD OFFICER	I. TAYLOR (For 2nd Officer)
CADET	J. W. ARMSTRONG (For 2nd Officer)
CADET	D. BETTS (For 2nd Officer)
CADET	N. P. BREWER (For 2nd Officer)
CADET	J. W. R. DANIELS (For 2nd Officer)
CADET	R. S. DUNCAN (For 2nd Officer)
CADET	G. C. GOVE (For 2nd Officer)
CADET	R. S. REID (For 2nd Officer)
CADET	G. R. WATTERSTON (For 2nd Officer)
CADET	S. YEAMANS (For 2nd Officer)
2ND ENGINEER	D. ANDERSON (For Chief Engineer)
2ND ENGINEER	W. KINNEAR (For Chief Engineer)
2ND ENGINEER	I. RUSSELL (For Chief Engineer)
2ND ENGINEER	G. MAINS (For Chief Engineer)

TO ALL OF WHOM WE WISH THE BEST OF LUCK
WHEN THE TIME COMES

MORE PERSONNEL NEWS

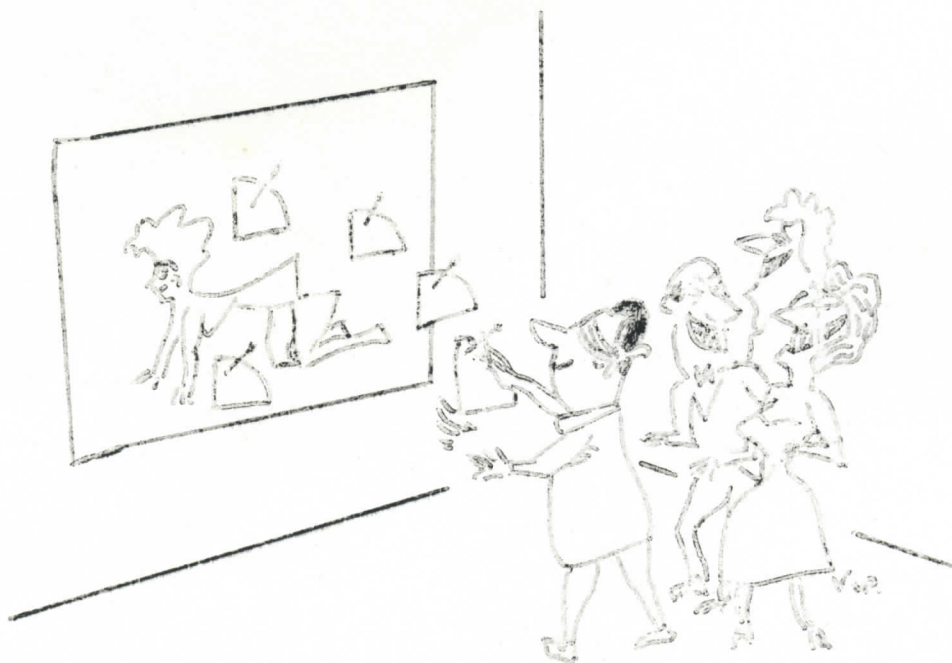
Congratulations to Mr. G. Anderson, Chief Officer, and Mr. W. MacLeod, Radio Officer, on their recent engagements.

Congratulations to Mr. N. Nicolson and Mr. K. Malhotra, 2nd Engineers, on obtaining their Chief Engineer's Certificates; also to Mr. J. Purdon and Mr. I. Taylor on obtaining their 1st Mate's Certificates and Mr. N. Clarke his 2nd Mate's Certificate.

We are sorry to report that Mr. G. Towers, Chief Officer, while serving on M.V. "CAPE CLEAR", slipped on phosphate on the quayside at Kwinana, Western Australia, on 23rd January, and sustained a leg fracture.

M.V. "CAPE HOWE" had to be supplied with a Chief Officer at short notice recently when Mr. R. Crawford had to be landed sick at Amsterdam. Fortunately, Mr. S. Readman was able to leave home 'pronto' for Dover, where the vessel picked him up 'en passant.'

THE END!



CONTRACT STAFF

SEASTAFF ONE 20/1/69

The first of anything is by nature of an experiment and we shall learn by experience the best means of obtaining the maximum from this valuable exchange of news and views.

By reason of availability, the Course contained a preponderance of Masters, but this imbalance will even out as the Courses become a regular feature.

Company policy and views, together with technical, personnel and cost control studies, figured largely, though a complete day was devoted to the subject of work study.

S.S.M. Directors had the pleasure of a 'face-to-face' confrontation over lunch half way through the Course, and the result ruined nobody's digestion!

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It is our sincere hope that Contract Staff will realise how the opportunities for promotion are accelerating at such a pace that we may be unable to fill them all from inside the organisation. It is essential that all will make the effort to prepare themselves for advancement to fill senior vacancies effectively as they arise. Where suitable candidates exist they will take precedence over outside applicants and naturally merit and leadership will gain priority.

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From time to time incidents arise which indicate ignorance of the existence of an S.S.M. tie. This was produced in dark blue with a thin red stripe and HL motif some months ago. Elsewhere in this number will be found how to obtain one.

Messrs. Hogarth have produced a Company Crest, featuring a Pegasus Head, which can be bought for 50/- each. They are of first class design and hand-made by craftsmen.

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