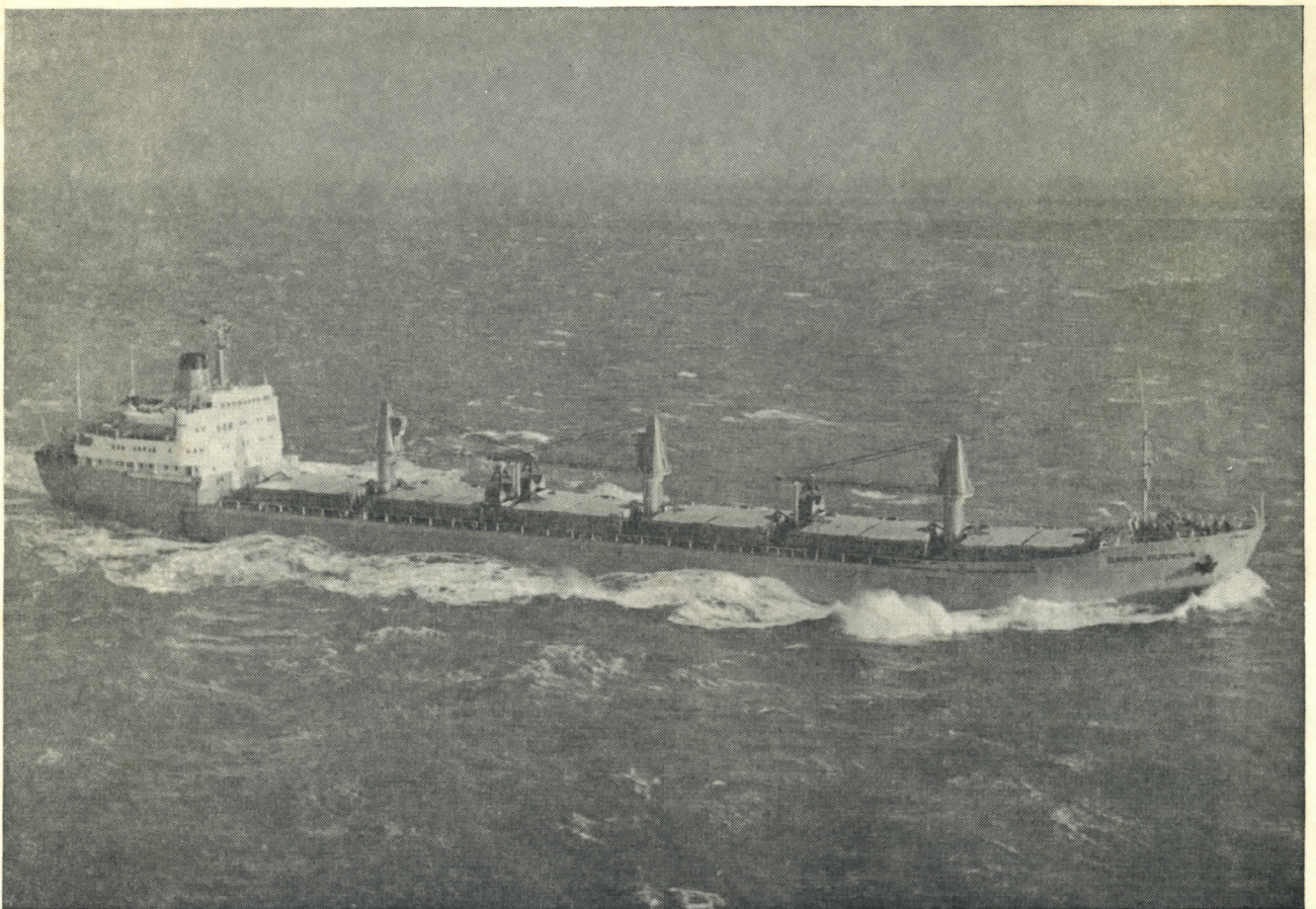


# TRIAD

JOURNAL OF  
**Scottish Ship Management Limited**



*m.v. "Baron Dunmore"*



## EDITORIAL

We have pleasure in announcing that, following the completion of negotiations in February, orders were placed by the Parent Companies for two 22,000 bulk carriers to be built by the Kaldnes Yard at Tønsberg, Norway. These vessels will have a 'top ice' classification and be designed for trading mainly on the East American seaboard. One vessel for Lyle will be delivered in December, 1970, whilst the second for Hogarth will enter service about three months later. Both ships will be on long term charter for not less than ten years. With these orders, the S.S.M. operated fleet will total twenty-five vessels by early 1972. At the time of writing more than fifty per cent of the future fleet is under construction.

A double event is scheduled at Horten for the 30th May, when "CAPE YORK" will be handed over to Lyle Shipping Company Limited and Euxine Shipping Company Limited (a subsidiary of Lambert Brothers Limited) will launch Yard No. 166, to be named "TEMPLE ARCH".

'Seastaff Two' was held recently and we hope to include a reference to it elsewhere in this issue.

Investigations are being made into providing welding courses for Engineers of the Company and further details will reach individuals from the Technical Department in due course. On the deck side, the first two Cadets to attend a mid. apprenticeship release course will be selected shortly. Further courses in Ruston machinery, special wireless training and other subjects are in train. We mention this in answer to a query raised at 'Seastaff Two' and to show that we are taking steps to implement further training programmes for Contract Staff.

Mr. John Walkinshaw left Scotland on the 20th April for an extensive tour of Australia, during which time he hopes to meet many of our agency and chartering friends, in addition to making new contacts. The length of his stay shows the strength of our interest in this part of the world and the importance we attach to keeping in personal touch with our business friends in Australia. Mr. J. P. W. expects to be back in Glasgow towards the end of May.

We are able to confirm that when "CAPE YORK" sails from Horten she will be fitted with teleprinter and special voice radio equipment. During her maiden voyage it is intended to carry out major evaluation tests and other fleet units will be asked to co-operate, probably by using "CAPE YORK" as a link ship with this office and elsewhere. When the technical programme has been devised ships will be informed of the details.

The Editor still waits patiently to hear from you, for after all 'Triad' should be in the form most popular with those at sea for whom it really exists. Comments, criticism and contributions, PLEASE. Have you ever shouted across a valley and waited for the echo - well, the Editor is getting pretty hoarse!

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Our congratulations go to Captain Hugh Bryson on his success in obtaining his Extra Master's Certificate.

We were glad to welcome Mr. A.C.R. McIntosh, Purchasing Department, back to the office recently after an operation. This operation should have been performed at an earlier date, but Mr. McIntosh was, most regrettably, the victim of a completely unprovoked assault in the street one evening which resulted in fairly severe injuries, from which, fortunately, he made an excellent recovery. It is most regrettable that the assailant remains unknown and, therefore, unpunished.

Mr. Andrew M. Nicholson, Marine Department, suffered a fairly severe shoulder injury recently whilst playing rugby football. He is, however, making good progress towards recovery and we are glad to see him back at the office.

Mr. Robert S. Trythall, Project Department, is away from the office for about fifteen months. He is spending this time in Norway where he is studying business methods and techniques.

Mr. Neil Smith joined the Staff in mid-March and is working in the Research, Project and Financing Department. He has come to us from Upper Clyde Shipbuilders.

Miss Louise Holland, Telephonist/Receptionist, is leaving on 3rd May to take up another post and Miss Aileen Moffat and Miss Jacqueline Preece, Typists, left at the end of April. We wish them every success in their new employment.

In case anyone has not heard, the Grand National was run over the Aintree Course on Saturday, 29th March. An Office Sweepstake was held and First Prize, as a result of 'Highland Wedding' coming in first, was won by Mr. Marshall Gibson (of Lyle, Gibson), Second Prize went to Mr. D. G. Meighan, Radio Officer, and everyone was pleased when Third Prize was won by Mrs. Coyle, without whom many of us would either have to expose ourselves to the idiosyncracies of the Coffee Machines or suffer severe pangs of thirst!

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With April seeing the start of the Glasgow Shipowners' Recreation Club Football Competition, the office has once again entered a team and is hoping to improve upon last year's achievement when they reached the semi-final, only to lose to Clyde Port Authority. The team this year have been granted an amalgamation with City Line, and the players are as follows:

<u>S.S.M.</u>	:	Doak, McMillan, Daly, Malcolm, McLeish, Nicholson, Halliday.
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<u>City Line</u>	:	Burroughs, Macdonald, Glen, Smith, Kirkpatrick, Aird, Hastie.
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<u>Connal &amp; Co.</u>	:	Bryson.
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The Manager this year is again Mr. W.A. Taylor.

During March the team played some 'friendlies' at Nether Pollok against Lep Transport, Furness-Houlder and Roxburgh, and in April against Wm. Teacher at Bellahouston Park.

Each team in the competition plays four games with the top four teams going through to the semi-finals. The teams we have drawn against are : 'at home' Lep Transport, which had to be played before 18th April, and Clan Line, to be played by 2nd May. The 'away' games are against Furness-Houlder/Wm. Martin, played by 25th April, and Anchor/Denholm by 9th May.

A report on these games will be included in the Summer edition of 'Triad'.

R.I.

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BOWLING TOURNAMENT 1968 - 1969

	P	W	L	D	Pts.
S.S.M.	30	20	10	-	40
Anchor	30	19	11	-	38
Strikers	30	18	11	1	37
Weircos	30	12	16	2	26
Rockets	30	11	18	1	23
Roxies	30	8	22	-	16

As can be seen from the above table, our team (same players, different name) was again triumphant in the latest bowling tournament run by the Recreation Club. This was our third successive win. The competition was held, as before, at the Hampden Bowl on Monday evenings throughout the winter months, although the Bowl had been extensively damaged by fire and this delayed the start of our competition. I know that on previous occasions some of my attempts to knock the pins down had made me blazing mad, but certainly never to the extent of practically 'bringing the house down!'

Anyway, once under way everyone really got back into the swing of things. Two games were played each night with two points being awarded to the winners of each game. In order to sustain interest and keep the games exciting, and close, a handicap system was again used. This resulted in many of the games being decided in the very last frame and, of course, there were numerous shock results. Needless to say, our team had a few setbacks and at one stage we did not really think we had much chance of achieving a hat-trick of victories. However, in the latter part of the competition our main rivals proceeded to take points from each other and, at the same time, we had come back to top form and eventually pipped Anchor from top spot. The Men's highest scoring game was 203 and the Ladies' a highly creditable 177.

Once again the bowling nights were very enjoyable and everyone is already looking forward to October when we are due to 'hit the bowling trail' for yet another season.

W.M.

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#### PERSONNEL NEWS

We extend a welcome to those Officers who formerly served with Lambert Brothers and who have recently accepted appointments with Scottish Ship Management Limited.

We are pleased to report that Mr. George Towers, Chief Officer, is now fully recovered from his broken leg and has reported as being available for further sea service.

We congratulate Mr. N. Nicolson on his promotion to Chief Engineer when he took over that position on M.V. "CAPE RODNEY" from Mr. Metcalf, who was due to continue his interrupted leave.

Also, our congratulations to Mr. N. Smith on his success in obtaining his Second Mate's Certificate.

Cadet C. J. Pyper recently took part in an Outward Bound course at Moray Sea School and at the conclusion was awarded the Warden's Badge in recognition of the qualities he displayed during the various activities - a most commendable effort.

In another vein, congratulations are also due to Mr. G. Anderson, Chief Officer, and Mr. W. MacLeod, Radio Officer, on their recent engagements.



Cadet J. Paget, who suffered a severe accident to his right hand while working on a crane aboard "CAPE WRATH" and subsequently had a finger amputated, has now returned home from Australia. His hand has responded well to treatment and is healing rapidly. He will undergo a course of physiotherapy at an Edinburgh Infirmary and it is hoped that this will lead to other affected fingers returning to full use. When we last saw him, Cadet Paget was in good spirits and looking forward to being able to resume sea service as soon as possible.

The parents of Mr. G. Daddy, Catering Officer, celebrated their Golden Wedding on 5th April and the Company had great pleasure in sending them a card offering our congratulations.

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#### FLEET NEWS

"BARON CAWDOR" is due at Chiba, Japan, on 25th April with a cargo of River Plate grain, having called at Cape Town en route for bunker fuel. Part of the cargo will be discharged at Chiba and the balance at Yokohama. On departure from Japan she will sail for Christmas Island and there load phosphate for Eastern Australia. After completion of the phosphate fixture, a cargo of concentrates will be loaded at Port Pirie for the Bristol Channel.

This ship's River Plate loading points were Santa Fé, Diamante, Rosario and KM 52, the last-named being Kilometre Post 52 in the River. It is near La Plata Roads and the procedure here is that a converted T.2 tanker, loaded with grain and fully equipped with modern cranes, grabs, spouts, etc., comes alongside at this point and transfers grain to a waiting ship which can thereby be put down to her marks after having crossed to the seaward side of the Martin Garcia Bar. The ex-tanker's equipment consists of two electric cranes with 10-ton grabs and a conveyor machine on the port side which runs her full length. Conveyor belts on both sides of the vessel are fed with grain from two large hoppers on the starboard side, these in turn having been supplied with cargo by one grab, with the other assisting as required. The conveyor is fitted with a swivel head and spout, both of these being controlled from the conveyor cab. In providing us with these details, Captain Sutherland added that the whole operation was carried out in an efficient manner. The 'top-off vessel' contacts the ship to receive cargo by V.H.F. and radio during her (the tanker's) passage down-river and on coming alongside she is made fast. As she is fitted with large rope fenders, there is no need for the 'receiving' ship to put out additional protection. In the case of "BARON CAWDOR", T.7710 cargo was shipped in twenty-one hours. This system of 'topping-up' has been employed since 1962.

"CAPE CLEAR" is on time charter to the Seaboard Shipping Company and is presently discharging a packaged lumber cargo at London, Savona and Toulon. She is expected to be redelivered at Toulon on 6th May. After that, she will proceed to Hampton Roads to load coal for Japan.

"BARON DUNMORE" sailed from Port Pirie on 15th April with a cargo of concentrates destined for Avonmouth or Swansea. She left Albany, Western Australia, after supplementing bunkers on the 19th April and is expected at Walvis Bay on 5th May to lift a parcel of concentrates. On completion of the concentrates cargo she will be taken on time charter by Saguenay Terminals for a period of about 3½ years and it is possible that she will spend part of that time carrying bauxite from Trinidad and/or Guayana to the St. Lawrence.

"BARON FORBES" After the serious delay at Providence, R.I., because of the stevedores' strike, this ship got away from that port on 11th March when she moved to Tampa and Mobile and loaded scrap for Japan. She left Balboa on 13th April and should arrive in Japan (at time of going to print, port not indicated) on or about the 8th May. Japanese discharging prospects are awaited once the port is known, but it is anticipated she will receive a slow turn. After Japan, this ship sails for Nauru to load phosphate for Eastern Australia or New Zealand and, although not yet fixed, it is possible that she

will then be worked back to Japan and from there across to British Columbia to load for U.S.N.H. or U.K.

"CAPE FRANKLIN" has loaded a cargo of iron ore at Macapá (near the mouth of the River Amazon) for discharge at Middlesbrough. Meantime, the ship has not been fixed beyond the latter port.

"CAPE HOWE" After sailing from Middlesbrough on 17th April, we look for this ship's arrival at Monrovia on the 28th April, where she will load iron ore for Glasgow. She has not yet been fixed beyond Glasgow.

"BARON INVERFORTH" is expected to sail from Muroran on the 27th April when she will return to Marmagoa to load ore for Nagoya. On completion at Nagoya the Kawasaki Kaisen Kaisha time charter will end and we expect her to be redelivered about the 7th June. Meantime, she has not been fixed.

"CAPE MARINA" is on time charter to Kristian Jebsens Rederi, Oslo, and is presently loading mineral sands at Brisbane and Newcastle, N.S.W., for Amsterdam. She expects to sail from Newcastle about 28th/29th April and will return to Europe via the Panama Canal.

Owing to ill-health, Captain E. Doulfis left the ship at Kobe in mid-February and Captain J. Bekridakis is now in command.

"CAPE NELSON" has just recently completed discharge of a Vitoria iron ore cargo at Middlesbrough and is now on passage towards Nouadhibou (formerly Port Etienne) where she will load a further iron ore cargo - this time for Cardiff.

"CAPE RODNEY" is still on time charter to A/S Hav and A/S Havtank (Managers, Helmer Staubo & Company, Oslo) and is presently loading fish-meal at Peruvian ports for discharge at Savannah, Georgia and Orange, Texas. On completion at Orange she will shift to Mobile and there load coke for Peru, after which she will load a further fish-meal cargo for the Continent.

"CAPE RONA" After completing discharge of a Shark Bay salt cargo at Onahama, Japan, this ship sailed for Nauru where she will load phosphate for Western Australia. After this phosphate cargo, she returns to Shark Bay to load a further cargo of salt for Japan.

"CAPE SABLE" After loading a cargo of ilmenite, this ship sailed from Bunbury, Western Australia, on the 12th April, destined for Immingham where we look for her arrival on or about the 14th May. Meantime, she is unfixed beyond Immingham.

"CAPE ST. VINCENT" Like the "CAPE RODNEY", this ship is on time charter to A/S Hav and A/S Havtank, Oslo. She is loading fish-meal at Pisco and Callao for the Continent.

"CAPE WRATH" En route between Avonmouth (where she discharged a concentrates cargo) and Rostock, this ship called at Horten to have some guarantee work and crane modifications carried out. At Rostock she will load pig-iron for Japan.

"CAPE YORK" is at Horten fitting-out and is expected to carry out Acceptance Trials on 30th May. After entering service, she will load pig-iron on the Continent (probably Rostock) for Japan.

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#### 'SEASTAFF TWO'

Reports on 'Seastaff Two', held at the office between 14th and 18th April, will be found on Page 28.

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Lord Macdonald and attendants beside the aircraft at Prestwick Airport on 24th March, 1969



Caledonian Flagship "ISLE OF SKYE"

(Both photographs by courtesy of British Aircraft Corp. Ltd.)

Many readers will be aware of the interest Lyle and Hogarth have in Caledonian Airways, the international Scottish airline. This is a most progressive organisation with an expanding fleet of jet aircraft which is considering building a £1 million aircraft maintenance and training base at Prestwick. A decision on this matter is to be made this year and will be influenced by the outcome of the Airline's application for scheduled services on the North Atlantic route. If the application is successful, the maintenance base will be required to serve the needs of the large jets which Caledonian anticipate operating by the mid-1970's.

As part of the Airline's forward-looking policy, four B.A.C. one-eleven jet aircraft have been ordered and the first of these was christened "ISLE OF SKYE" by Lord Macdonald of Macdonald, Lord of the Isles, at Prestwick on 24th March. She will be the flag-ship of the one-eleven fleet and the others will be named "ISLE OF ERISKAY", "ISLE OF IONA" and "ISLE OF ARRAN". Caledonian's standard livery is silver undercarriage and wings, white top, banded in gold, blue and white along the fuselage and a blue tail fin with the Lion Rampant thereon.

Following is a personal account of the christening ceremony and some photographs opposite.

#### THE "ISLE OF SKYE"

No, this is not an article on the "Misty Isle", its people and places. It will not tell you about the well known Dame Flora Macleod; it will not even enter the controversy as to whether there will or will not be a ferry on Sundays. Instead, it is a sober, down-to-earth story of a christening; not a christening of a bouncing highland baby, but one of a sleek efficient and, one hopes, profitable new aeroplane.

That progressive Company, Caledonian Airways (Prestwick) Limited, having just ordered a new series of 'planes for their short haul business, decided that it would be good publicity to "christen" their first 'plane and flagship, and what name better could be found for a Scottish Company's aircraft than "ISLE OF SKYE".

The writer found himself at Prestwick with certain "weel kent" faces from Princes Square - four occupants from "Directors' Row", the "Man of Insurance" and even the "Man of Projects" himself. The latter pair were there in a dual capacity, being Directors of the Controlling Company of Caledonian. It must be said, however, that even in their exalted position they occasionally had a word with their more lowly companions and quoted "bunkers" as a reason for their somewhat detached attitude.

On arrival at Prestwick Airport, where the Ceremony was to take place, introductions were made to the Sponsor, Lord Macdonald, who is Lord Lieutenant and Convener of the County of Inverness, in which County Skye is situated. He had left the Island and crossed to the Mainland to "take wing" in a 'plane belonging to "Loganair", a Subsidiary of National Commercial Bank of Scotland Limited, on which Board Lyle's Director, Sir Iain M. Stewart, sits.

His Lordship, having been briefed, the party, preceded by a resplendent piper (a "man of parts" this piper, who, when not piping, marshals 'planes)



walked out to the tarmac on which stood a gleaming 'plane looking very handsome in its fresh paint and newness. Drawn up to its nose was a set of flight steps, up which the Noble Lord advanced bearing a quaich (ultimately found to be a trophy from the local Golf Club!) and ceremonially poured the contents over the nose of the aeroplane, at the same time naming it "ISLE OF SKYE". Whether it was champagne or whisky is not certain, but the 'plane smelt like a "shebeen" for a time, as one guest rudely put it.

The weather was kind and reporters and clicking cameras were to be seen and heard on all sides. The number of charming young females seemed to be disproportionate, however, some in tartan uniforms, some merely in "mini's" and all the necessary adjuncts. On enquiry, it turned out that they were this season's crop of Caledonian Stewardesses, who, in order to let them see what their job would be at first hand, were taken on this proving flight and given a taste of the real thing.

After the Naming Ceremony the party was conducted round the 'plane. It was there that the class distinction showed up most amongst us, the men of Project and Insurance rather hugging the flight deck and the more ignorant visitors from "Directors' Row" being forced to try the comforts of the seats to be occupied by the future passengers. As this is a short haul vehicle, the seats are pretty close together and people with long legs might find themselves somewhat cramped. However, there was an air of freshness, efficiency and good finish, which it was pleasant to feel. There are two means of entrance and egress - one just abaft the flight deck and one in the very stern of the 'plane between the "usual offices". In a BAC 111 (the technical name for the new 'plane) the twin jets are set almost at the rear of the fuselage and, by the placing of the above-mentioned necessities beside them, all passenger seats have a good view out, not obstructed by engine casings, and there should be no temptation to linger!

The short ceremony and tour of inspection being over, the party set off down the long passage in the Airport, known as the "Tartan Corridor", heading fast for the buffet lunch which was to follow. Mr. W. N. was surprised to find on show a Nicholson Tartan. This he considered a modern innovation and certainly introduced since his kilts (Dress and Hunting Macleod) were purchased, and he still maintains he is correct in his affiliation to the Clan Macleod - most fitting on this particular occasion, the christening of the aircraft "ISLE OF SKYE".

After a long walk (Airports are like that!) the party gathered in the Airport Restaurant, where most kindly hospitality was dispensed. The officials of the Airline were all anxious to make their guests feel at home and amply succeeded. Speeches were kept to the minimum - a most interesting few words from the Chairman of Caledonian, followed by a reply by the Sponsor. After these formalities the party sat down to what was called a "buffet lunch". The writer ground to a halt after the third course, so good and ample being the fare provided. After lunch the party dispersed to their homes or, in some cases, even to do a spot of work, each, however, carrying with him the memory of a very happy afternoon.

I am sure that all the guests of Caledonian on this happy occasion will wish to send their best wishes to this band of young enthusiasts who are doing such a good job in putting a Scottish Airline on the map in spite of the heavy hand of nationalised industries. To Adam Thomson and his team, our best wishes go out for a great and profitable future.

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Mr. J. R. C. Peterson, Chief Officer, attended a Management Course at Dunblane in March and readers, some of whom may also attend at a future date, will be interested in his impressions and comments.

#### MANAGEMENT COURSE NO. 25 AT DUNBLANE

"There's a Management Course at Dunblane on the 11th March for a week" said Captain Love in his inimitable way. "You'd like to go, I'm sure, as you'll enjoy it. Right? O.K.! Fine, and let me know if the details haven't arrived by Wednesday. How're your wife and family? Fine. Good-bye". And so I expressed my wish to attend!!

In due course the day arrived and so did I at Dunblane Station, with only the Station Master and a dog in sight, and, after failing to get a taxi at the garage opposite, who came along but the local Postman? Putting on my best Highland accent, I asked "Is it far to walk to the Hydro?" and in five minutes he was depositing me outside the imposing portals of this magnificent building. And so started the Course.

In all there were twenty-one attending, with no more than three from one Company, and about fifty/fifty deck and engine department; after an introductory talk from the Course Director, it was down to business the following morning.

The day started at 9.00 a.m., with lunch, dinner and two 'smokos' the only breaks till 9.00 p.m., and this is normal except on Saturday when it's 6.00 p.m. finishing. Being fresh at the start this is fine, but after a few days it's a lo-o-o-ng day, especially if there's homework, which is optional, but at times compulsory if you happen to be chairman of a group. Since it was inevitable that we would all end up on first-name terms, we started that way by having a card pinned on front of everyone with their name printed thereon (a la University Challenge!), and, of course, no ranks, informality being the keynote.

Each day there were guest speakers from various Companies, which included this time, Mr. J. G. Marshall from S.S.M., who gave an excellent talk on Company Structure and Finance, and forecast a rosy future for shipping in the U.K., and S.S.M. in particular.

Nevertheless, management, communications and work study are the main subjects; not that one is expected to come away an expert, but merely to give an insight into what is trying to be achieved.

The guest speakers included Shipowners, Personnel Managers, Directors, Federation Doctor and Officials, and the talks were very interesting, some obviously better than others, but the overall benefits from the Course were of a more general nature, e.g. that age old cliché "oil and water won't mix" was shattered - proof that new management methods do work; first hand exchange of ideas with people from other Companies, and mainly an insight into what our Merchant Service has to become if it is to compete with the rest of world tonnage.

Captain J. Saddler and Alan Robertson have these Courses well organized and were most helpful at all times and, as a warning to future members, on the last evening there is a "farewell dinner." Due to the new management principles and sense of democracy instilled at Dunblane, I found myself Chairman, with two Vice-Chairmen to boot, who gave toasts to the Course Directors, and vote of thanks to the staff. Starting with the Selkirk Grace, we had an excellent meal, then toasted the Shipowners, which I just couldn't delegate. Anyway I did this mainly in verse - the easy way out - and this was replied to by Mr. C. Lyons, Registrar of the Shipping Federation in Glasgow.

Next morning we had a 'final hour' and made our various ways home about 10.30 a.m.

Also on the Course were Mr. D. Chambers and Mr. L. M. Hocking from S.S.M., who thoroughly enjoyed and benefited from our week of hard work and good comradeship, for which we should like to thank the Company.



Barely but a week has passed  
Since we came to Dunblane,  
A motley crowd of Officers from  
Firms o'er many to name.

As we've already learnt this week,  
It costs a lot of money,  
But I think it's a good investment, if  
We've to compete in world tonnage.

I don't wish to philosophise,  
But it's certainly knocked for six  
That old ridiculous cliché  
That oil and water cannae mix.

Socially we've had great times,  
Songs from Burns and Tosca,  
While shipboard Joe from P. & O.,  
His act would've won an Oscar!

The local accent's taken a trick  
And become more evident each day,  
Just yesterday, Stan said to me,  
"It's just like Tannochbrae!"

Medicine, discipline, cost control,  
Finance and economics,  
Have really enlightened me so much,  
I'll have to cancel my comics.

Last Saturday night I said to my wife,  
"Let's do some serious thinking,"  
But after re-planning the kitchen, she said,  
"And what've you been drinking?"

But come next trip, on my next ship,  
When the crew won't turn to,  
I'll get out my pen, write to Dunblane,  
Saying "Jack! now what should I do?"

Now all things must come to an end,  
Relax gents, I'm going to sit down,  
'Cos it's really a chore, to stand up here  
Joking and acting the clown.

Tomorrow we'll all be off again,  
Going our diverse ways,  
For making our stay so pleasant here  
Jack and Alan deserve much praise.

Personally speaking, apart from right now,  
I've really been having a ball,  
But before I go on to propose a toast,  
I say, "Thank you to you all."

Now to the main business of the evening,  
Using critical path analysis,  
I've decided the Shipowners, when getting the bill,  
Will have strokes or even partial paralysis.

But seriously now, the facts are quite plain,  
That tonight they are really our hosts,  
So without more ado, would you gentlemen rise,  
And join me in giving the toast.

Gentlemen - the Shipowners!

Many cities of the world are immediately recognisable in the mind's eye by their skyline and by certain buildings, structures and features which help to make up that skyline - London with The Tower, Big Ben and The Houses of Parliament; Paris with the Eiffel Tower; New York with its skyscrapers of Lower Manhattan; and Sydney with its Bridge; to name only four. Until recently, Glasgow's most prominent feature was the University, sitting atop Gilmourhill, although that prominence has now been challenged by the many high flats and massive new buildings which are springing up. In years past amongst the most arresting structural features to be seen in the city were high factory chimneys or 'lums', which dotted the area, and the following article tells the tale of two of these. It was written by Mr. Ian Robertson and we are indebted to him and to "The Glasgow Herald", in which the article first appeared, for their permission to print it here.

#### THE RISE AND FALL OF TWO GREAT GLASGOW LUMS

The once-familiar greeting "Lang may your lum reek" is fast losing significance.

Domestically, it conveyed to mind a family, free from anxiety, enjoying the comforts of home and hearth. Industrially, it implied ability to survive amid competitors in an era which ended not so long ago when every factory, instead of receiving power from some distant point, proclaimed its independence by pouring forth smoke from its own lum - an edifice frequently adorned with the name of its proprietors. The factory chimney possessed both a practical and prestige value and the visitor could hardly fail to be impressed by the works which, like famous ocean liners of the period, displayed two or more smoke stacks. Perhaps if distinctive colour schemes had been adopted inspiration might have been afforded for a romantic literature comparable with that of the steamship or locomotive. Occasionally a builder constructed an ornamental stack, such as the appendage to the premises of Samuel A. C. Todd Limited, in Margaret Street, near the junction of John Street and Cathedral Street; but most proprietors were content with a strictly utilitarian rectangular or circular lum.

Presumably such chimneys were built no higher than efficiency and the law required, but there were two in Glasgow which earned considerable publicity and provided a standard by which similar edifices were judged. Situated in Port Dundas, these rival structures of Joseph Townsend and Charles Tennant and Company presided over numerous lesser lums together producing a smoke pall which, fortunately, the prevailing south-west wind warded off residential regions. Nevertheless, the populace, if not actually injured, submissively endured the rival riparian reek from the lesser lums situated betwixt Bridgeton and Govan. Perhaps superior publicity gained Tennant's stalk more lasting fame for, indeed, it was the lesser of the two. Even after its demolition in 1922 the name lingered and was mistakenly applied to the surviving Townsend stalk which terminated the perspective view of West Nile Street and Buchanan Street until it, too, was demolished five years later.

Obviously Tennant's stalk caught the imagination of the public while in course of construction. On July 1st, 1842, "The Glasgow Herald" reported that when the Union Jack was unfurled from the top of the completed chimney "the greatest anxiety was manifested by a numerous body of the citizens to get to the top of the building, as indeed has been the case for some days past and, through the kindness of Mr. McIntyre, the contractor, the wish was very liberally gratified; Mr. McIntyre, himself, accompanying almost every bucket-load of gentlemen."

We are also told that the ladies were hoisted up in an iron-hooped basket made specially for the purpose and, the "Herald" added, "We learn that some of the fair sex have displayed a degree of courage superior to many of the lords of the creation who have made the ascent."

The view obtained by the adventurers was stated to comprehend the Isle of Arran on the west and Edinburgh on the east. Indeed, the curiosity of one Edinburgh visitor was first aroused when he espied the new chimney from Arthur's Seat.



The chimney foundation was laid on June 29th, 1841, and the cope was laid exactly one year later. Work was suspended from October to April, so that the total height of 455½ feet from bottom of foundation to top of the coping was attained in six months. While work was suspended the stalk was provided with a hat which blew off in a gale causing alarm in the Garngad where it alighted upon a cotton mill. The chimney shaft was projected by Professor W. J. Macquorn Rankine and was designed by L. D. B. Gordon and L. Hill. The engineer was Andrew Thomson. The builder, Dougald Campbell McIntyre, a prominent Glasgow Highlander, soon afterwards emigrated to Australia. McIntyre and his men laid a total of 1,250,000 bricks. The chimney comprised two separate stalks, the outer one affording protection to the inner one into which was gathered smoke and fumes conveyed through flues extending from all parts of the works and covering an area of 80 acres.

When Townsend decided to erect the rival stalk in 1857 he employed Robert Corbett as designer and builder, but followed Tennant in leaving the projection to the indefatigable Professor Macquorn Rankine. The completed work, measured from the bottom of the foundation to the top of the coping, reached 468 feet and, to emphasise its majesty, an iron crown was placed on the coping. A total of 1,300,000 bricks were laid. Work began on July 30th, but was suspended from September 3rd until October 5th, and then resumed until November 11th, when work stopped for the season. The second season ran from June 10th to October 16th, 1858. Work resumed on June 3rd, 1859, and continued until September 9th, when the chimney, which had attained a height of 449 feet, was struck by a gale which caused a deflection beginning at about 100 feet from ground level. Advice was then sought from D. Macfarlane, architect and civil engineer, who declared that many chimneys were standing with a deflection as great, in proportion to their height. Undaunted, he set men on the original scaffolding where it stood inside the chimney and equipped them with saws and instructed them to make a series of cuts at twelve different heights on the opposite side to the inclination. This work began on September 15th.

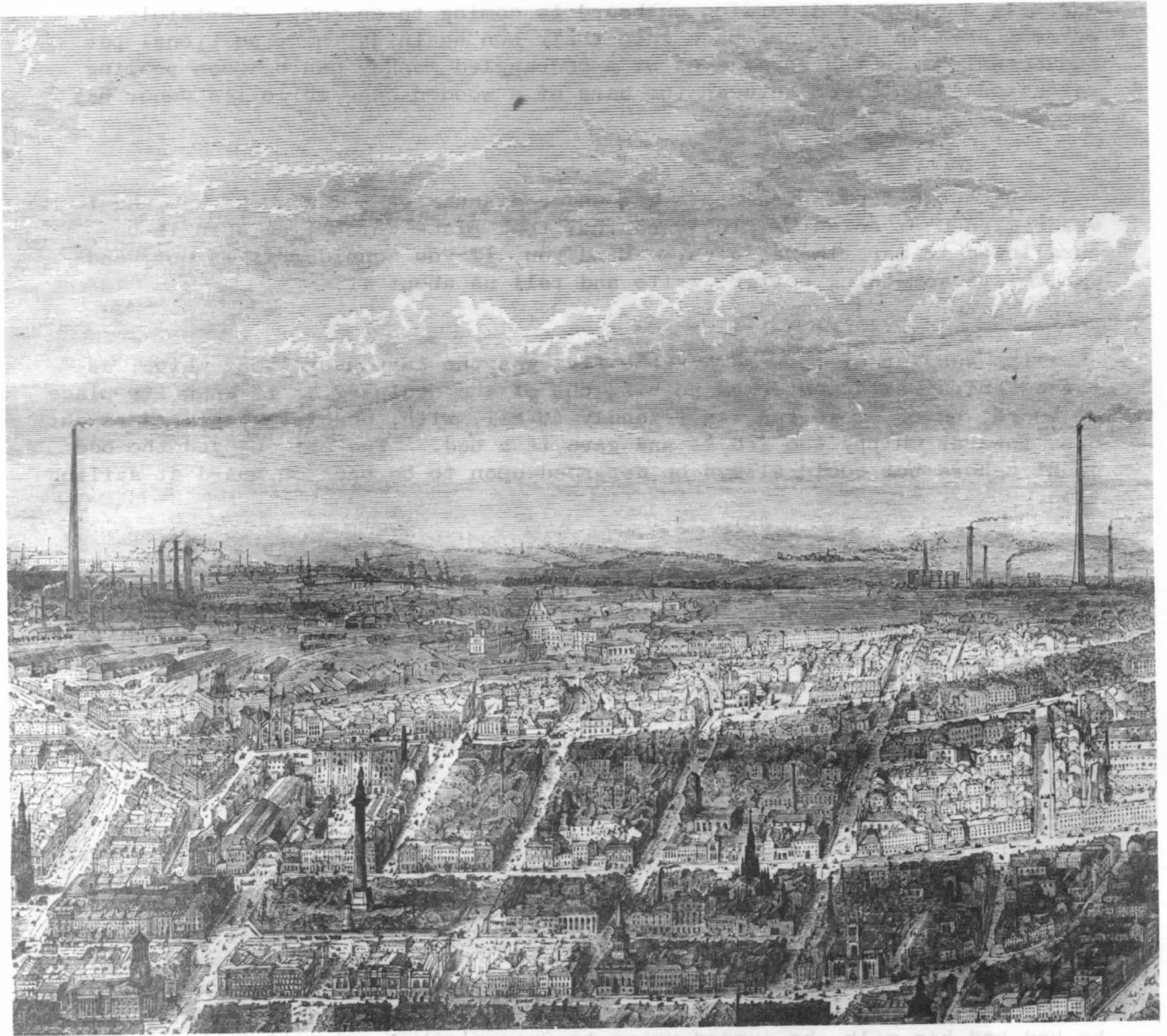
Meantime Townsend, with the aid of two pieces of twine tied to a beam above his office window to act as plummet lines, directed the adjustment. This must have been an exciting experience for all concerned as during the earlier part of the sawing process the deflection actually increased so that the top of the chimney was 7 ft. 9 ins. from its original position. Success was achieved on October 5th, and three days later the "Herald", in a column headed "The Colossal Chimney at Port Dundas", published certificates signed by Rankine and Macfarlane, the latter asserting that "Mr. Townsend's chimney is as safe in its present state, and as much to be relied on to resist the violence of future storms, as it would have been if no deflection had taken place." Thus assured, Townsend, following the example of Tennant, invited the public to ascend his lum. Thousands availed themselves of the opportunity. Two at a time they made the ascent on a small platform without sides, having at a convenient height a circular crossbar, on each side of which one person stood and held on. There were always four at the top of the stack while two ascended or descended through its dark interior. The machinery was that used for hoisting materials and was driven by friction gearing, an ordinary strong rope being employed. Many had to wait half the day before ascending.

For many years the two chimneys stood, landmarks known to thousands who had seldom, if ever, set foot in Port Dundas. Then, as if symbolic of the decline of the port, they too gradually diminished in size until they finally fell, giants humiliated in industrial combat. Early in 1902 Tennant's was beheaded by a stroke which decapitated 30 feet. Ownership had then passed to the United Alkali Company who, either sensing a loss of prestige or to allay fears, explained that improved methods of manufacture rendered the fumes much less noxious than formerly and the extreme height unnecessary. Whatever benefit may have been conferred upon the inhabitants of the Townhead, there were those who felt they were losing something and, in the course of a Saturday afternoon pub debate, one man undertook for a bottle of whisky to climb the steeple-jack's ladders. This he did and he also enjoyed a smoke while he walked around the cope stone. However, by the time he returned to the pub his challenger had fled and he had to solace himself with a 'hauf'.

Subsequently the chimney was reduced to 305 feet and in 1922 it was finally demolished. Unfortunately, four men were killed and three injured during the demolition when part of the structure prematurely collapsed. That same year Townsend's was reduced to 381 feet, but little semblance of majesty remained after 1918 when, like other monarchs of the period, it was divested of its crown. Finally, in 1927, it was razed, fortunately without incident.

## THE TALE OF THE PERCEPTIVE PUSSY

With restrictions imposed by many countries, the day of the cat's paw



A print, which originally appeared in the "Illustrated London News" of March 26th, 1864, depicting a view looking North over part of Glasgow towards the Campsie Hills. Buchanan Street is clearly seen on the left of the picture and the two 'great lums' featured in the accompanying article are prominent, Townsend's on the left, Tennant's on the right.



With restrictions imposed by many countries, the day of the ship's pet creating a pleasant diversion on board is coming to an end. Certainly, parrots seem to have come back into their own again as the traditional pet and occasionally the beady eyes of a bedraggled monkey can be seen peeping pathetically out from between the bars of a wooden cage while its owner has gone cheerfully on leave.

The subject of ships' pets was under discussion a few weeks ago and I was reminded of an actual instance that took place which I am sure is unparalleled in maritime affairs. Mind you, if you consider it is not, and can relate something better, write and tell us about it.

The subject of this remarkable feat was the carpenter's cat which, as far as ships' cats went, was nothing out of the ordinary. It knew its place on board, never stole and was friendly to all, with, understandably, a slight bias towards Chippy who fed it and gave it a bed. The cat enjoyed the odd jaunt ashore but could always be depended upon to be back on board at sailing time.

However, the day came when we had rush orders to leave Hull for Antwerp in time to catch the North Sea convoy previous to the one originally arranged; these convoys crossed the North Sea every two days. The third mate got caught up in the rush and did not manage to get the notice board on the gangway until very near the time of sailing. Unfortunately, the cat was ashore when the board was placed and so was left behind when we sailed - something which greatly upset Chippy. He had spent some time searching around the accommodation, near quay and sheds, but in vain.

During 'smoko' a couple of days later, having docked in Antwerp, I was standing talking to the carpenter outside his room on the boat deck when I had the impression that he was not listening. "Look at that," he said, and there, coming along the quay from the ship ahead, which had just docked from Hull and put her gangway down, was his cat. Up the gangway he came, right on up to the boat deck, rubbed his back along Chippy's trouser legs and then carried on into the room, to the spot where his saucer was lying. As soon as he had had his milk, he jumped up on to Chippy's bed and fell fast asleep, happy in the knowledge of another mission successfully accomplished.

Quite obviously the cat had figured things out correctly in joining a ship due for the convoy after ours heading for Antwerp and, not only that, but one that would be docking conveniently close to his own.

So, if you have an animal tale that can top this one, let's have it!

R.D.L.

\*\*\*\*\*

And the Lord said unto Moses, "Come forth!" and Moses replied,  
"Why should I, Lord? I have a Second's ticket!"

\*\*\*\*\*

A Russian naval squadron which passed south through the North Atlantic recently aroused speculation as to where it might be heading - the immediate assumption being Vladivostok in view of the border 'incidents' on the Far Eastern Russo-Chinese border, although later observations suggested it was carrying out manœuvres in the North Atlantic. The initial reports recalled a previous occasion when a Russian squadron passed near the shores of the United Kingdom en route to a distant destination.

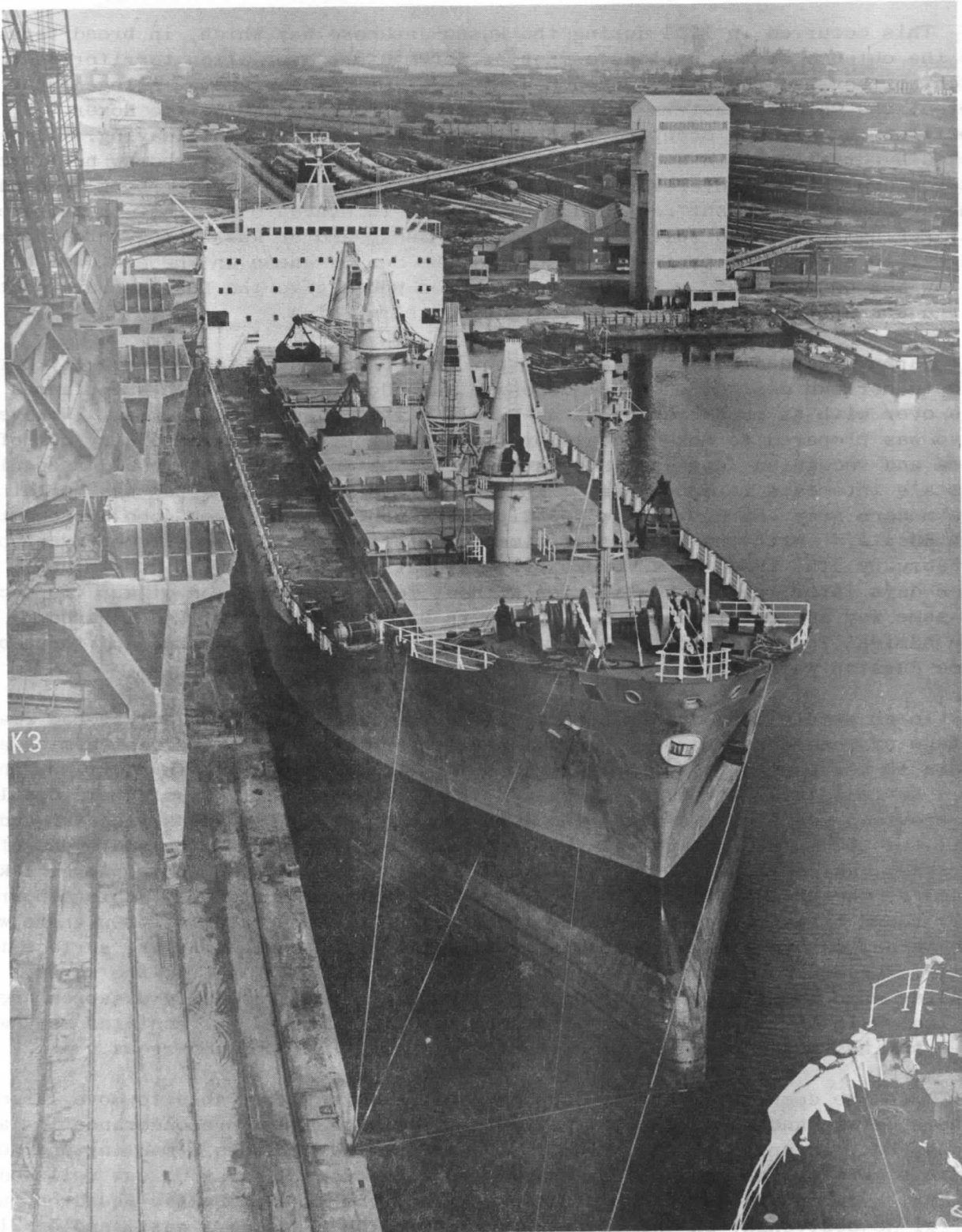
This occurred in 1904 during the Russo-Japanese War which, in broad terms, was the outcome of two nations competing for mastery over alien territories to which neither had the slightest shred of legal or moral right. Allegedly to protect the Chinese Eastern Railway, under construction during the Boxer Rebellion, Russia had occupied Manchuria and showed no sign of leaving. Japan, backed by Great Britain and the U.S.A., demanded that Russia withdraw her forces and restore China's sovereignty. Apparently yielding, St. Petersburg removed some troops in 1902, but reneged on a promise to evacuate the rest on the grounds that Peking refused to fulfil certain guarantees, and so Russia began to drive a wedge into Korea, the peninsula washed by the Sea of Japan on the east and by the Yellow Sea on the west. Possession of Korea would give the Russian Navy control of the sea approaches to Vladivostok and Northern China.

Japan regarded this Russian move not only as a menace to her security but also to her own designs on the independent kingdom of Korea which she planned to take over with as much brazenness as Russia's take-over of Manchuria. However, Tokyo was prepared to make a deal for the sake of peace, Russia to stay out of Korea and recognise Japanese interests there and, in turn, Japan would recognise Russia's interests in Manchuria. In the meantime, however, Japan was building up a modern army and navy while her diplomats continued to seek some agreement with Russia. With the passage of time hope for an amicable settlement vanished. On February 5th, 1904, Japan broke off diplomatic relations with Russia and, three days later, opened hostilities without formal declaration of war (in much the same way as she did years later, on 7th December, 1941, at Pearl Harbour) when Admiral Togo's squadron made a midnight attack on Port Arthur and torpedoed three Russian warships.

In an astute move, Japan struck before the Trans-Siberian Railway had reached a stage of readiness where it could cope with the task of moving vast armies across Russia to the east - the crippling gap being at Lake Baikal. In addition, there was a serious lack of rolling-stock and trained personnel. Russia paid dearly for previous years of hesitancy and delay in completing the Trans-Siberian and, until the 162 mile Circumbaikal Loop, the railway link around the south end of the lake, was completed, all traffic had to be ferried across on two large lake steamers, the "BAIKAL" and "ANGARA", which at the best could only achieve four daily round trips if not delayed by fog and mechanical breakdown, when there was open water, or by means of temporary rails laid over the frozen lake surface in winter, these affording a precarious crossing at the best and, at the worst, disaster when the ice gave way under a train which would promptly disappear beneath the ice. In this hard way was it discovered that Lake Baikal contains many warm water springs which prevent thick ice from forming in localised areas.

With the completion of the Loop, Russia was eventually able to move large numbers of men and equipment to the Far East, giving her a preponderance in land forces, but, in spite of this, the Japanese gave the Russians a mauling and nowhere was this more evident than at sea where one disastrous Russian defeat followed another. In an attempt to stop these defeats, the Russian Baltic Squadron, under Admiral Rojdestvensky in the battleship "TSAREWITCH", was sent east, and on 21st October, 1904, when passing through the North Sea, this squadron sighted the Gamecock Trawling Fleet of Hull fishing on the Dogger Bank and allegedly thought it was a squadron of Japanese torpedo boats! The Russian warships opened fire, sinking one trawler and damaging others, thereby doing little to help their public image. This Russian squadron eventually reached Far Eastern waters where, on 27th/28th May, 1905, it was annihilated by Admiral Togo in the Sea of Japan at the Battle of Tsushima, when nearly every Russian vessel was either sunk or captured and 8,000 prisoners were taken.

The war ended with the signing of a peace treaty at Portsmouth, New Hampshire, on September 5th, 1905, when Japan dictated the terms.



M.V. "BARON CAWDOR" discharging zinc concentrates at Avonmouth.

At the left can be seen the 'Kangaroo' cranes and in the background the conveyor-belt linking the Dock with the Works of the Imperial Smelting Corporation.

(Photo by courtesy of Shirehampton Studio, Bristol)



Captain John Pearson, who suffered a serious illness some time ago which forced him to give up deep-sea duties, subsequently made an excellent recovery and is now sailing on the "SHIELDHALL" and "DALMARNOCK". We are indebted to him for providing us with some insight into one of the lesser-known aspects of Shipping.

As a diversion from the activities of our foreign-going vessels, the work of some local river craft might be of interest to readers. The vessels concerned are the T.S.S. "SHIELDHALL" and "DALMARNOCK".

Residents and workers in certain areas of Clydeside may observe throughout the year the regular passage outward and inward, daily, of these two ships. They pass the same spot at approximately the same time each day in the course of their employment in removing sludge from the sewage works at Shieldhall and Dalmuir. Both vessels are owned by Glasgow Corporation.

These two vessels must surely be amongst the best known craft on the river, but probably for different reasons. The "SHIELDHALL" is remembered by many who have made summer trips on board her whilst "DALMARNOCK" is known as one of the oldest, if not the oldest, vessel still active on the river. For forty-three years she has operated this river and most of the crew members have served for years on these ships. Almost all of them have had foreign-going experience and there exists amongst them an affection for these vessels, in particular for the "DALMARNOCK". This may be because she reminds them of an era when ships were built to graceful and elegant lines and the "DALMARNOCK" retains this feature. Over the years this ship has been kept in splendid condition and the degree of comfort on board must be experienced to be fully appreciated. On the whole she is a credit to those who have been responsible for her upkeep over the years. "SHIELDHALL", on the other hand, displays more modern features, is faster and more powerful, but lacks the comfort and elegance of "DALMARNOCK" - a fact which is generally agreed amongst the crew members themselves. They are in a position to judge, for recently all of them have had to serve, through circumstances, on both vessels.

The daily round, occupying about eight hours, for these ships commences at 6.45 a.m. when loading begins. This process is simplicity itself. The ships are berthed at their respective wharves, the "DALMARNOCK" at Dalmuir and the "SHIELDHALL" at Shieldhall, in such a way that the pipe through which the sludge is pumped leads into a hopper on board the vessel. From the hopper the sludge is directed as required to the sludge tanks and controlled by valves on deck. The average lift is about 1,300 tons which is loaded in approximately one hour. Simultaneously, on completion of loading, the vessel is washed down, all is secured and the trip down river begins.

When the vessels are under way they report immediately by V.H.F. radio telephone to the Port Harbour Control at Meadowside. By return, Port Control gives each Master an overall verbal picture of what movements are taking place up and down the stretch of river and in the pilotage area which are likely to affect them. Such information, available to all vessels using the river, is invaluable inasmuch as it informs each Master and Pilot what to expect and thereby enables him to take such action as may be necessary in the circumstances.

The officer personnel of "SHIELDHALL" and "DALMARNOCK" have an intimate knowledge of the river which is probably unsurpassed by any other personnel using the River Clyde. This is only to be expected since they are possibly the only body of men who traverse the river daily, outwards and inwards, throughout the year.

At the time of writing these men are travelling the river day and night. This is necessary whilst one or other of the vessels is in drydock for annual survey, overhaul and repairs. Of necessity, the other must do a double run,

hence a day and night trip. They will sail in almost any weather conditions, except fog, but even then if both sides of the river are visible they might venture on the passage, utilising radar, of course, and being fully aware of the hazards entailed.

On completion of the river passage, course is set by way of Warden Bank and Skelmorlie to a position between Little Cumbrae Island and the Garroch Head on the Island of Bute. About one mile south of these points speed is reduced, the vessel executes a wide arc, the tank valves are opened and the sludge is dumped in approximately 300 feet depth. The time taken for this operation is eight minutes. Buoyancy tanks are situated below the sludge tanks to enable this operation to be carried out and the inward run is then commenced and the sludge tanks used for ballasting.

Four hours later the vessel will have arrived back at its loading berth, ready to receive another load and repeat the procedure.

Although "SHIELDHALL" and "DALMARNOCK" are owned by Glasgow Corporation, they serve a much wider area than the City of Glasgow. With the increase in industry throughout the central belt of Scotland the intake of sewage from Glasgow's principal sewage disposal centres has increased considerably. Intake comes from a wide area; in addition, great progress has been made in the chemical treatment of sewage and the resultant increase in output has made it necessary for two vessels to work continuously, weekends included, throughout the year.

Now that the days of the "DALMARNOCK" are numbered a replacement will be necessary. An order for a new vessel has been placed with Lamont of Port Glasgow and this new ship should be ready for delivery in August, 1970. She will carry about 3,000 tons, will be fitted with all the modern, up-to-date equipment for automatic loading and unloading and for easier manœuvring in the narrow parts of the river. Everything will be controlled from the bridge. At present, manœuvring in certain circumstances without the latest aids calls for very considerable skill.

Like most river craft, these vessels' activities are little known to the general public and, although the rewards are not great, those concerned at least have the satisfaction of knowing that they are rendering a very necessary public service.

Changes must inevitably take place in all services and next year the Master of the "SHIELDHALL", Captain Archie MacPherson, will retire. Incidentally, he is a former Baron Line officer, serving his apprenticeship and later sailing as Second Mate and Mate in the Company and latterly moving to Blue Funnel and then P. Henderson's. It was forty years ago that he and the writer were shipmates together and reminiscing on that period, humorous and otherwise, but mostly humorous, helps to while away the hours of a night passage when all that is visible are the myriads of multi-coloured lights on shore.

The work of these river craft may, perhaps, be unspectacular, but it is nevertheless of vital importance to all.

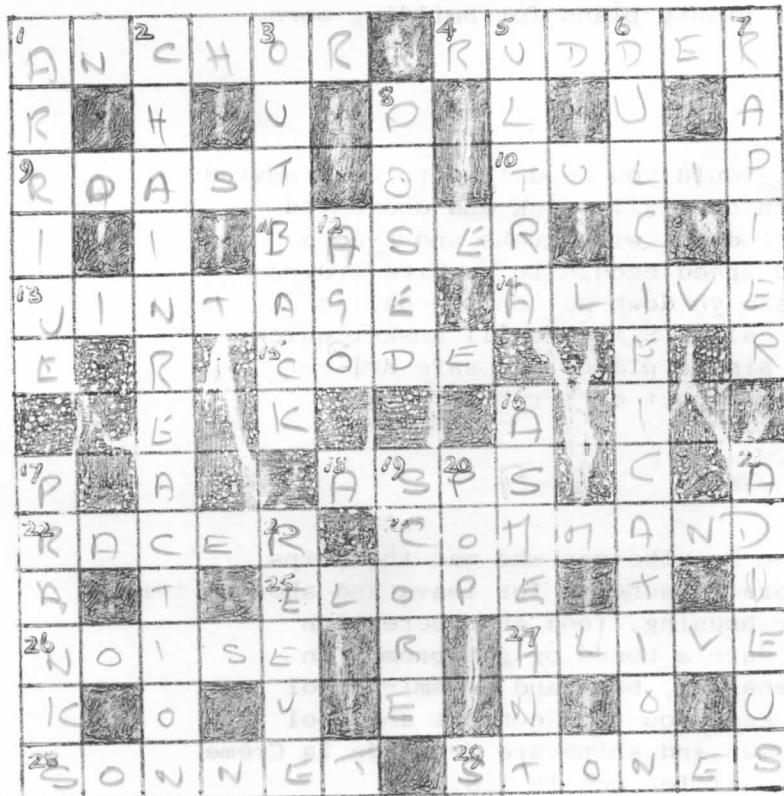
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I'm glad that I'm a Scotsman  
And also that I'm free  
But I wish I were a little dog  
And Harold Wilson a tree.

\*\*\*\*\*

Across

1. It should be weighed before moving. (6)
4. Something to steer by. (6)
9. Method of cooking. (5)
10. North American tree, or simply a Dutch bulb. (5)
11. Lower. (5)
13. Referring to the wine of a particularly good year. (7)
14. Quick. (5)
15. Private communication system. (4)
18. The pass is full of snakes. (4)
22. Vehicle used for racing. (5)
24. Order. (7)
25. Run away. (5)
26. To proclaim - in a loud manner. (5)
27. Repeat 14. (5)
28. I could write one about your Easter bonnet. (6)
29. Precious ones do not necessarily weigh 14 lbs. (6)

Down

1. To get there. (6)
2. Result of splitting the atom. (13)
3. Not in the front in Australia - in fact, the very opposite. (7)
5. Extreme in views. (5)
6. The act of sweetening. (13)
7. A keen blade. (6)
8. Drugs, when mixed, took up a new position. (5)
12. In the past. (3)
16. It was the intention. (2, 5)
17. Childish tricks. (6)
19. Scratch. (5)
20. Palindrome. (3)
21. Farewells from the Continent. (6)
23. Chief magistrate. (5)



It's off with the old and on with the new  
So get over, give way, ye motley crew  
P. & O., Cunard, Union Castle and such  
That once were oh! much too much  
Hogarth's and Lyle's are linked you see  
'Mongst Barons and Capes no more will be  
This nonse talk of us and them  
It's all for one - the S.S.M.

That fly the flag here is the number  
To carry ore, homogeneous or lumber  
Some all bright and shiny new  
With latest gear and happy crew  
Two more that have gone up for barter  
A further two under charter  
Three besides that carry ore  
And plenty plans for building more.

So should you need them part automated  
With crew all slick and dedicated  
Fitted out with grabs and cranes  
And speed enough to go like trains  
Haste ye down get on the Baltic  
Or call S.S.M. they'll answer quick  
We aim to please and safe deliver  
To any port or berth or river.

Then for the men who man the ships  
There're schemes for leave and shorter trips  
For housing, food and recreation  
To earn a bonus or get promotion  
Gymnasium, bars and swimming pool  
To keep you fit, content and cool  
So men and ships are Crème de la Crème  
And all for one in S.S.M.

Of course there's talk 'twixt me and you  
Of Daleks straight from Dr. Who  
Not cranes but fiends from out of hell  
Defying candle, book and bell  
That keep us heart-sore, toiling, moiling  
Watching, minding, greasing, oiling,  
Teething and growing troubles these  
We of S.S.M. will lick with ease.

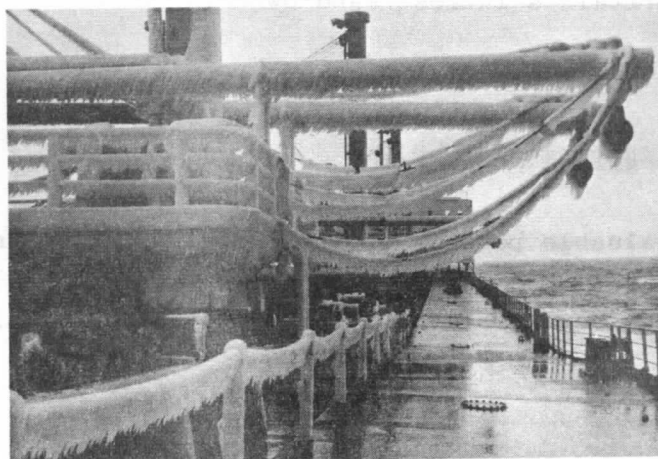
Q U I Z

- 1) For which English county did the 'Grand Old Man of Cricket', 'Dr.' W. G. Grace, play?
- 2) In what year did Britain's first Labour Government take office; who was the Prime Minister; and how long did the Government last?
- 3) Name the remotest part of the British Isles.
- 4) Which is the largest land animal to be found in Britain?
- 5) Name the four towns which, at some period in history, have been the Capital of Scotland.
- 6) When was 'God Save the Queen' (or 'King') first sung?
- 7) Name two Patron Saints of European countries.
- 8) Where, and when, was the first all-iron bridge built?
- 9) Inverness is the 'Capital of the Highlands'; where is the 'Charing Cross of the Highlands'?
- 10) How many M.P.'s sit in the British House of Commons?
- 11) What was sensational about the 1912 Oxford v. Cambridge Boat Race?
- 12) Name the largest off-shore islands of the United Kingdom.
- 13) What is the common name for magnesium sulphate.
- 14) Where is the shortest distance across the mainland of Scotland?
- 15) What is London Pride?
- 16) Name Britain's largest land-owner.
- 17) Where, and what, is Popocatepetl?
- 18) How long is a Scots Mile?
- 19) What valuable pest is on the increase in the United Kingdom?
- 20) Name the German brothers who wrote fairy tales.

(Answers on Page 24)



The "MYSTIC TIE", a wood brigantine of 345 tons gross, 313 nett, was built by R. P. Trefery, La Have, N.S., in 1874, and owned by Goodwin and Hogarth, Ardrossan, between 1875 and November, 1877, when she was wrecked near St. David's Head. A few weeks ago we received the accompanying photograph of her bell which was found by its present owner in a junk shop in Bournemouth. He has restored the bell to its original condition and mounted it on a brass stand. One can only speculate on its travels between St. David's Bay in 1877 and Bournemouth in 1969.

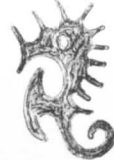


A chilly view looking aft on "BARON INVERFORTH". Captain Downie sent us this photograph, taken shortly before the ship's arrival at Muroran, Japan, on 26th February, 1969.





## OUR COVER FRIENDS



By this time the two little fellows on the cover of every copy of 'Triad' are pretty familiar but, apart from recognising what they are, how many of us know a bit about them?

Imagine a fish with the tail of a monkey, the head of a miniature horse, the pouch of a kangaroo and an armour-like suit of bony plates covering its body. This is the sea horse - one of the strangest fishes in the oceans. He not only looks unusual, but his habits are most unique too. For example, the father has the babies. In fact, he carries maybe two hundred eggs, or more, in his pouch for several weeks before giving birth to tiny, perfect little sea horses, ready to fend for themselves.

Hippocampus, as the sea horse is called scientifically, is a Greek word meaning 'horse sea monster'. It really does not much resemble the mythical creature described in legend, a spirited half horse and half fish, which pulled the chariots of the sea gods ridden through Greek mythology by beautiful sea nymphs. Many stories of the sea horse's medicinal properties have come up through the ages. Hippocampus was used as a cure for baldness, for pains in various parts of the body and, when dipped in oil of roses, for chills and fever.

Today, sea horses are found in oceans all over the world. They vary in size from the one inch dwarf or pigmy sea horse to the two foot giant variety found off the Australian and Chinese coasts. In all, there are perhaps two dozen species and most seem to prefer warm waters, although the Bermuda and Northern sea horses may be found near Cape Cod in the summer months. Shallow waters, where sea growth such as eel grass and sea weeds are plentiful, provide pastures for the sea horses. There they wrap their monkey-like prehensile tails around the stems of sea plants and rest in their distinctive, upright position. This upright position is maintained by small, swiftly fanning pectoral fins which are located just behind the gills. These little fins move in an almost continual blur. Although the dorsal fin is well developed and used mainly for locomotion, sea horses are not good swimmers. The tail has no fins and is used only for grasping. As sea horses are poor swimmers, they catch most of their food by patient waiting. When a choice morsel floats by, the sea horse vacuums it up quickly. They eat plankton, shrimp larvae and other microscopic sea life, sucking the food into the tubular snout by rapid siphoning action.

Like many other fish, hippocampus has chameleon-like qualities of protective colouring which changes to blend with the surroundings. Red, yellow and blue sea horses rapidly lose colour when caught and turn a dull grey. In addition to protective colouring, the sea horse can look forward and backward at the same time. His eyes move independently and help to protect him from being surprised by predators. However, the sea horse would have a difficult, if not impossible, time escaping from a determined predator.

As mentioned above, the male sea horse gives birth to the young and the minute, perfectly formed baby sea horses - maybe from two to seven hundred of the giant variety, possibly fewer than fifty of the dwarf variety - immediately on birth rise to the surface where they swallow air to fill their developing swim bladders. After that, they sink to the bottom and remain among the sea plants to mature. Sea horses breed at intervals for nine months of the year, thereby ensuring the survival of the species whose life span ranges from one year for the dwarf variety to a possible two years for the larger ones.

Like the porpoise, hippocampus can 'talk'. His ability to make clicking noises is very noticeable during courtship and mating, although it has been observed under other circumstances as well. These sounds have been compared to finger snapping or the clicking of a telegraph key. Apparently, sea horses communicate with one another by means of these unusual sounds.

Today's sea horses, while perhaps not the fabulous creatures of Greek mythology, are no less fascinating. The dwarf variety can be kept successfully in aquariums and make an interesting addition to a fish tank.

# QUIZ ANSWERS

1. Gloucestershire. (Also for 'The Gentlemen' and, in 1900, England. He died in 1915.)
2. 1924; J. Ramsay MacDonald; from January 23rd until October 8th.
3. Rockall.
4. Scottish Red Deer.
5. Dunfermline; Edinburgh; Perth; Stirling.
6. September 18th, 1745. (In London.)
7. St. Andrew of Scotland; St. James of Spain.
8. At Ironbridge, Shropshire (across the River Severn) in 1779.
9. Oban.
10. 630. (Under Orders in Council made in 1955 under the House of Commons (Redistribution of Seats) Act, 1949.)
11. Both boats sank during the Race!
12. Lewis/Harris (825 square miles.)
13. Epsom Salts.
14. From Loch Broom in the West to the Dornoch Firth in the East. (24 miles.)
15. A flower.
16. The Forestry Commission.
17. A volcano in Mexico. (Believed to be extinct, it is 17,540 feet in height.)
18. 1968 yards.
19. Mink. (There has been a fifty per cent increase in the last two years.)
20. The Brothers Grimm.

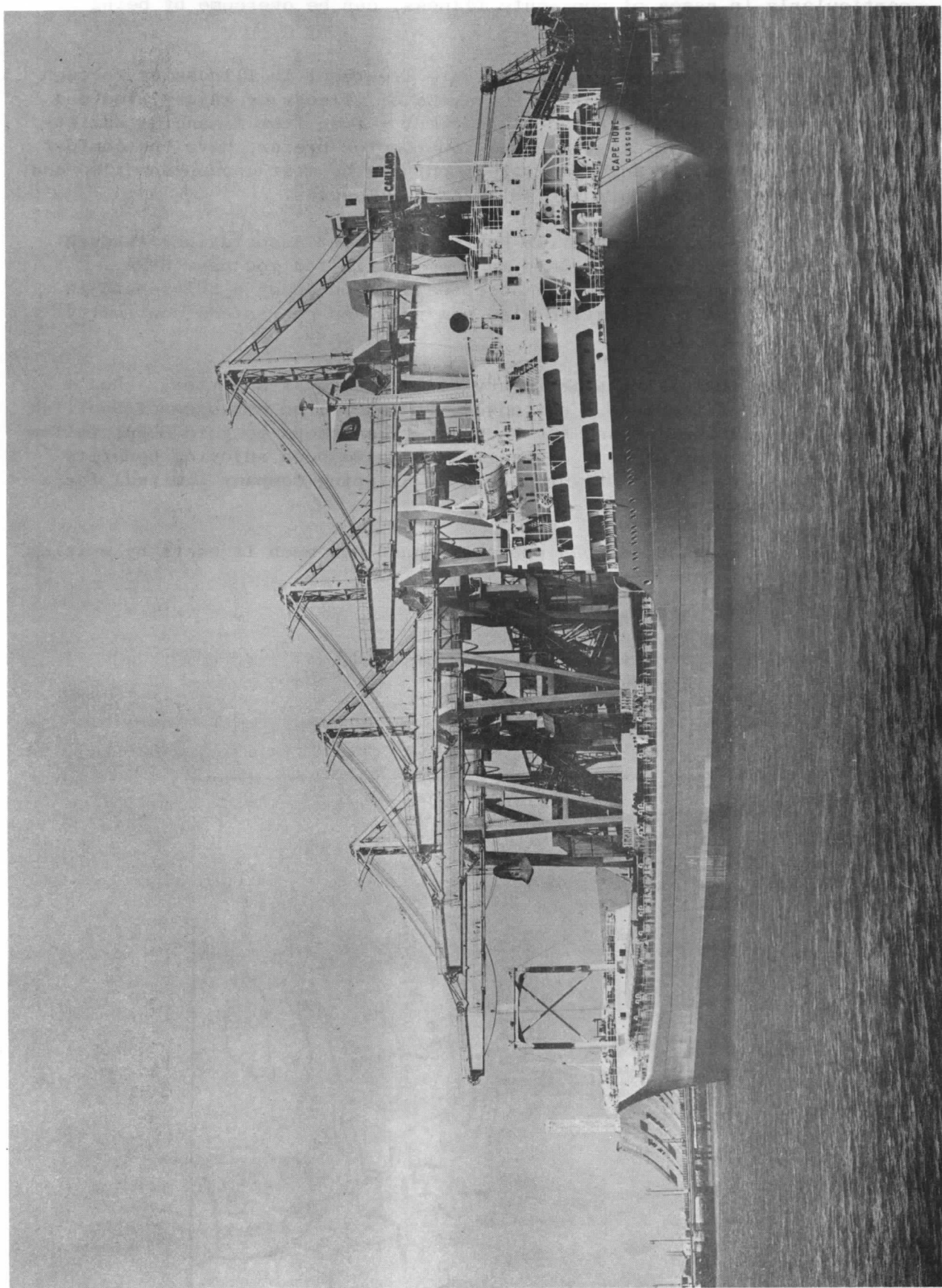
## CROSSWORD SOLUTION

### Across

1. Anchor.
4. Rudder.
9. Roast.
10. Tulip.
11. Baser.
13. Vintage.
14. Alive.
15. Code.
18. Asps.
22. Racer.
24. Command.
25. Elope.
26. Noise.
27. Alive.
28. Sonnet.
29. Stones.

### Down

1. Arrive.
2. Chain reaction.
3. Outback.
5. Ultra.
6. Dulcification.
7. Rapier.
8. Posed.
12. Ago.
16. As meant.
17. Pranks.
19. Score.
20. Pop.
21. Adieus.
23. Reeve.



M.V. "CAPE HOWE"



Illness always comes as a shock, possibly because we tend to think of it as something that only happens to other people - never to ourselves. The often long delays in getting hospital treatment and specialist care, particularly in cases of non-acute illness, can be overcome by being treated as a private patient.

The sensible way to pay for Private Treatment in Illness is through our BUPA Group Plan because, in the event of illness or injury, you and your dependants can have private treatment - free from financial anxiety. You can have the Specialist you and your Doctor prefer, have the comfort of a private room, arrange your treatment at the most convenient time and keep in close touch with your family and colleagues.

When you join BUPA (British United Provident Association) through the Group Plan for Scottish Ship Management Limited you have BUPA protection immediately on being accepted and you enjoy a 20% rebate in subscription. A registration also now provides guaranteed continuity of cover.

Remember that illness or injury could strike at any time. Don't wait until it is too late - act now! If you are an employee of Scottish Ship Management Limited and have not yet taken steps to join BUPA, follow the example of many of your colleagues who have been enjoying benefits through this Group (formerly run by Lyle Shipping Company Limited) for a considerable number of years.

Find out more about BUPA protection and how much it costs by writing, giving full name and home address, to:

Miss A. W. Bell,  
Scottish Ship Management Ltd.,  
40, Buchanan Street,  
GLASGOW, C.1.



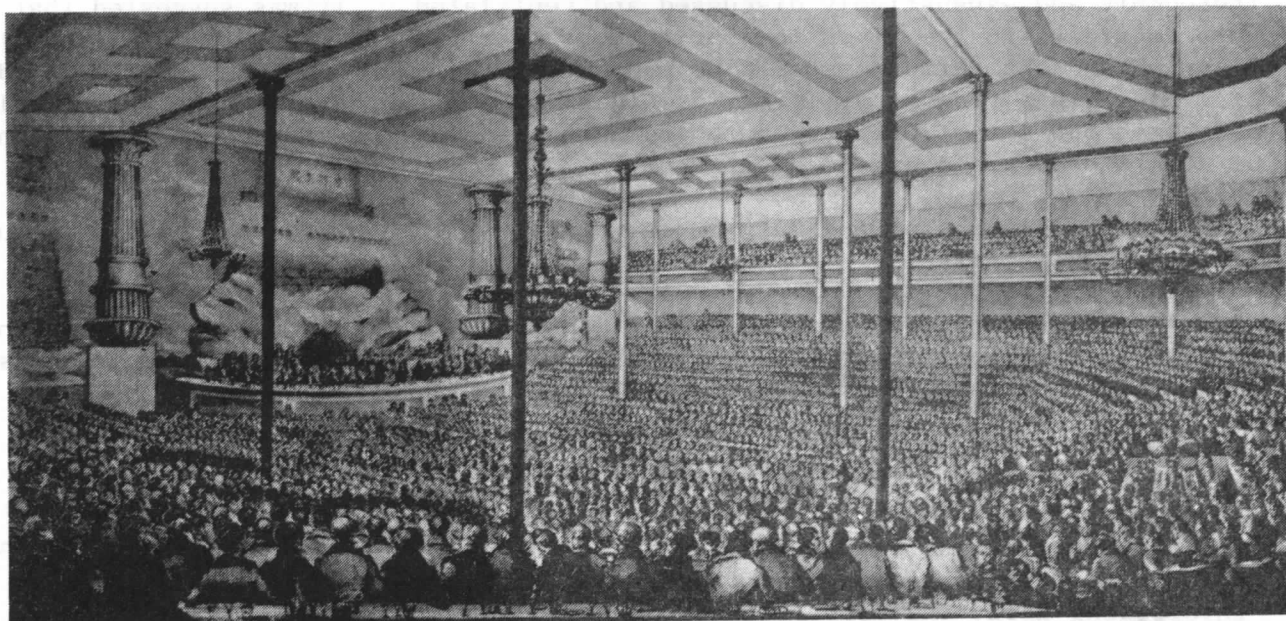
"You shouldn't have asked Horace how well his new dentures fit!"

In the October 'Triad' we featured some photographs and prints of Buchanan Street over the last 130 years and, as an accompaniment, we now include in this number a reproduction of a print depicting an event which took place on the present site of Princes Square. This print, and some of the accompanying facts and text, first appeared in the January, 1969, number of 'The Journal', published by The Glasgow Chamber of Commerce, and we are indebted to the Chamber for their permission to use this material.

The occasion illustrated puts on record the largest banquet ever held in Glasgow, an event which took place on 13th January, 1837, (the year Queen Victoria ascended the Throne) and was held in honour of Sir Robert Peel who had just been elected Rector of Glasgow University.

One of the chief organisers of the Dinner was Robert Findlay, of Findlay, Duff and Company (a firm closely associated in opening up trade with India and China) and the degree of organisation necessary can be judged when it is realised that the number of people who sat down to the meal was 3,435! Even by present-day standards this is a vast number - 600 would be regarded as a very large gathering in Glasgow today. One of the major problems must have been to decide just where to hold the Dinner, but it was arranged that a large pavilion be erected between the Argyle Arcade and the store where Rowans presently stands and, therefore, covering the area presently occupied by Princes Square. This site had remained undeveloped up to that time, partly because of an immense rock which stood in the way and, as 'The Glasgow Herald' reported at the time, the rock "looked a little time worn by the blasts it had stood during attempts to remove it." One wonders whether Princes Square was built around it; there seems to be some uncertainty as to when the rock was finally removed.

The pavilion took three weeks to build and had two entrances from Buchanan Street. As the Dinner was held in January, heating must have been quite a problem, although gas, at that time comparatively new to Glasgow, was used in some quantity and it is perhaps not without significance that four firemen were stationed in the pavilion and a further two on the roof! Regrettably, there is no record of what was on the menu, but it is known that each ticket cost 25/- (after payment of all bills there was a surplus of £450 which was given to charity) and thirty-seven toasts were drunk. For this reason it is fortunate that the wines were pronounced 'excellent', there being a 'lively demand' for the Port, but, in spite of the generosity with which liquid refreshment flowed, it is pleasant to be able to end on a sober note and to record that the conduct of the company was so perfect that not a single glass was broken!



The scene in the pavilion during the Dinner. The large rock is clearly visible.

## 'SEASTAFF TWO'

An Office comment: 'Seastaff Two' got under way on 14th April, duly co-ordinated by Mr. A. M. Nicholson. It was originally hoped to have a greater representation of Engineers than had proved possible at the previous assembly but, although there were three this time against only one at 'Seastaff One', we were disappointed to some extent - for two reasons. Firstly, the timing of Engineering Examinations conflicted with 'Seastaff Two' and, secondly, Mr. G. Henderson was called away suddenly to release Mr. A. Davidson on the "CAPE WRATH" as we were very sorry to learn that Mr. Davidson's mother had passed away shortly after he had joined the ship.

Those taking part in 'Seastaff Two' were:

Captain A. C. Hunter	Chief Engineer T. McGhee
Captain T. B. McLeod	Chief Engineer A. G. Metcalf
Captain A. L. Milne	Chief Engineer R. Taylor
Chief Officer J. R. C. Peterson,	

which meant that, on the whole, 'Seastaff Two' was represented by an older group than 'Seastaff One'. This put several preconceived notes and lectures into the 'discard' file but, on the other hand, gave Office Staff the opportunity to do more thinking in order to meet a new set of views.

We trust the Seastaff enjoyed the experience as much as the Shore Land-lubbers benefitted from the breaths of sea air blown in their direction!

R.D.L.

A 'Seastaff' comment: The seagoing members who attended have put forward one or two views about the Course but, first of all, they wish to express their thanks to Mrs. Coyle for her excellent attention as regards refreshments - which included biscuits (although it was not lost on all of them that the 'self-appointed Chairman' always 'booked' the chocolate one!) and their hope that Mr. A. M. Nicholson's damaged shoulder was not the result of rough treatment meted out at the Course!

They go on to say that an insight into the variety of problems on both sides and the future policy of the Company was obtained and they appreciated the informal atmosphere created by the Directors and all who participated.

The point was put forward by some, although not generally accepted or held, that the Course did not contain sufficient 'meat' to warrant the time expended on it, although it was conceded that some matters, i.e. G. P. manning, were thoroughly and exhaustively discussed and ventilated. It was suggested that more consideration be given to long-term, future planning rather than immediate planning and that efforts should be made to contact Universities and the Board of Trade with a view to evolving, eventually, combined certificates which would establish one set of Officers on board ship, meaning, of course, the abolition of separate deck and engine departments.

Undoubtedly these, and many other points, will be discussed and argued fully at future 'Seastaffs'.

In conclusion, they express their thanks to the Directors for entertaining them to an excellent lunch, and state that, generally speaking, the Course was definitely beneficial and certainly enjoyed by all who attended.

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On every flight out of Abbotsinch Airport when it was clear I noticed that my co-pilot always looked down intently on a certain valley. "What's so interesting about that spot?" I asked him one day.

"See that burn in the valley?" Well, when I was a kid I used to sit on its bank, fishing. Every time an aeroplane flew over I would look up and wish I were flying. Now I look down and wish I were fishing!"



The following article is somewhat longer than we normally have in 'Triad' but we print it in whole because, not only is it entertaining, but it contains some valuable hints on football tactics which, if linked with the points raised elsewhere in this issue concerning the game, might well ensure victory in the Glasgow Shipowners' Recreation Club Football Cup, 1969.

#### FITBA' CRAZY, FITBA' DAFT

I must admit that it was with a feeling of nostalgia that I read the graphic reports published in a recent 'Triad' describing the S.S.M. football matches contested in the Glasgow Shipowners' Cup Competition. I suppose that, just as every Master Mariner eventually reaches that age when he is faced with the prospect of "swallowing the anchor", so too dawns the day when the most ardent footballer realises, to his dismay, that the time has come for him to "swallow the boots", an indigestible operation whichever way you may look at it.

Nevertheless, memories die hard and these excellent reports conjured up a retrospective mood concerning "battles long ago"; in particular, an extraordinary encounter in which I became involved years ago, in Geelong, Australia, the home team being a selection from the local German community which has established itself in the dock area of Geelong, their opponents a team representing a certain ship, which shall be nameless.

The gauntlet was thrown down by our diminutive but intrepid little 2nd Engineer, known affectionately (sometimes) as "Wee Willie". This person, on wandering uninvited into the local football ground one evening during a training session, proceeded, in colloquial Greenockian jargon, to advise the toiling players that they could (amongst other things of a more defamatory nature) "play nane". This gratuitous advice would doubtless have passed over the heads of the non-Greenockian-speaking Germans but for the fact that a misguided linguist was present who, somehow, managed to understand the gist of Willie's invective and offered a free translation to the Germans. The inevitable challenge followed and was accepted.

Volunteers for our team were in such profusion, each with his own voluble, in some cases apocryphal, claim for recognition, that sifting the wheat from the chaff proved to be no task for the faint-hearted. Wee Willie's claim to having won the Scottish Cup more or less single-handed in 1905, or thereabouts, was treated as a typical "Willie-ism". Meticulous scrutiny of the 'Evening Times' Wee Red Book" failed to produce corroboration of this astonishing claim but Willie, never at a loss for an answer, unabashedly provided us with the information: "Och, ye cannae believe hauf the lies ye read in they publications." We had to concede that there might possibly be a modicum of truth somewhere in this paradoxical statement.

Our other "star turn" was a Donkeyman who, having played a trial game for Brechin City in 1929, claimed "immortality". I rather suspect what he intended to claim was immortality, but possibly he knew best.

The supporting cast was not without its quota of talent, either. Our Chief Steward, on one memorable day of glory, had filled the post of 2nd travelling reserve (unpaid) for Duntocher Hibs. Also in our midst was an ex-Q.P. ballboy, and I am not bragging when I disclose to the world the fact that I, myself, am the proud possessor of a handsome tin ashtray, won in 1931, in a Lifeboys' five-a-side tournament, and which extols the excellence of Johnny Walker's whisky. On paper we had an embarrassment of talent.

By one vote (his own!) to nil, Wee Willie was elected Captain. The team was chosen and strict training initiated. As in all things, efficient organization is frequently the basis of success, and Mr. J. Stein himself might have profited from observing our "modus operandi." The response to the training sprints organized each evening at 5.00 p.m. was most gratifying. It filled the heart with pride to observe the unbridled enthusiasm with which the team collected punctually at the gangway at 5.00 p.m., and harsh was the criticism bestowed upon the odd straggler. The fact that even the supporters joined in these training excursions seemed to exemplify the enthusiasm extant in the ship's complement. At the word "go" they were off, team and supporters alike, yelping and barking in their exuberance, like a pack of unleashed hounds and vying with each other for leadership of the pack.

"There goes a fine sporting body of men", I remarked to the old Chief Engineer, who was present one evening. He bestowed upon me an old-fashioned look (or, if you like, a foxy leer) and before dashing off in pursuit replied: "Dae ye no ken the taverns in Geelong close their doors at 6.00 p.m.?" (These events took place in the days before civilization reached Victoria, and this barbarous practice was actually in force at the time.)

On the appointed day, perfect weather conditions and an ideal playing surface ensured that defeat could not be blamed on extraneous circumstances, and that victory would be by merit alone. A purist may have found cause for cavil in the fact that one set of goalposts lacked a crossbar, this deficiency being rectified by a piece of rope stretched between the uprights at regulation height.

The Germans trotted on to the field in business-like manner, looking every inch a well-drilled efficient football team, despite their royal blue jerseys and white shorts. Following them shambled a nondescript rabble, which was, in fact, our team, dressed in a heterogeneous assortment of soiled T-shirts, singlets, boiler suits, filthy khaki shorts, jockey shorts, swimming trunks, tackitty boots, seaboots, plimsolls, etc., the spectacle being reminiscent of a Glasgow Students' Charities' Day. The inside right even sported a kilt and the bo's'n wore his red-leaded bowler hat. Their attire might have interested a rag and bone man.

Nevertheless, the very sight of our team had a shattering effect on the opposition, and I predicted to myself that this must be worth a couple of goals' start to us. My prediction soon proved correct. Within seconds of the kick-off the Germans had missed two excellent scoring chances, thus levelling the score at 0-0. Undaunted, and refusing at this stage to contemplate defeat, those who had teeth gritted them, and those who had sleeves rolled them up and we prepared for grim battle.

At this juncture, a stoppage was requested by the German Captain to tally heads, which tally disclosed the fact that in the sailors' team there were twelve heads, each head being the member of a separate body. If the latter part of the foregoing sentence appears to be superfluous I must justify its inclusion on the grounds that, amongst this motley bunch a two-headed man would have been no bizarrerie. The referee suggested that something was amiss and the 2nd Steward was hastily bundled off the field. Clearly, there is no place on a football field for a man who's amiss!

Seconds later, the German centre-forward burst through and fired an unstoppable shot with which no goalkeeper on earth could have coped, excepting Wee Willie. We were defending the goal with the makeshift crossbar, and suddenly the "crossbar" mysteriously developed a distinct sag and hung in a bight instead of being stretched tightly between the uprights. While this could possibly have been attributable to a sudden excessive drying of the atmosphere, the fact that Wee Willie was playing goalkeeper could not be discounted. The ball shot like a rocket two inches above the displaced "crossbar" and the satanic leer in Willie's eye as he unblushingly shouted "Bye Kick" might well have induced speculation regarding this man's integrity.

The referee was obliged to concede that the ball had, indeed, passed "over the bar" and awarded a goal kick. In deference to the sensitive and those delicately nurtured, I am obliged to draw a discrete veil over the events of the next few moments and resume my narrative at the point where footballers and "footballers" had been segregated, the "crossbar" re-positioned and the game resumed.

A lightning attack by the ship's team might have produced a goal when a defence-splitting pass to our outside left caught the German defenders napping. Unfortunately, our O.L. was A.W.O.L., having chosen this crucial moment to wander off and purchase an ice-cream cone from a passing vendor, and a glorious chance was lost, our only opportunity, in fact, in that first half, for from then until the interval the Germans attacked relentlessly with an exhibition of power play, in consequence of which several of our fellows sustained bruised elbows, knees and even foreheads.

At half-time I had some misgivings when our heroes rejected the lemon slices and produced their own brand of refreshment. Even Willie's assurance that he was twice the man on ..... (naming a popular beverage) was not particularly reassuring, because, with all due respect to the beneficence of this particular beverage, the fact remains that twice nothing is still nothing.

The second half was ushered in by an all-out attack by the Germans, and a well-flighted ball from their left wing floated on to their centre-forward's head. Before he could nod it home, the superlative Willie executed a beautiful Ronnie Simpson type dive, but in his exuberance he miscalculated range and elevation and his bald cranium contacted the centre-forward's midriff. Emitting a sound reminiscent of the old "BARON GLENCONNER'S" bilge pump, the centre forward collapsed and took no further interest in the game. Fortunately, the referee had been unsighted at the moment of impact owing to a collision with our centre half, which one would like to think was inadvertent and which was certainly fortunate for Willie. As the ref. now ran forward, adjusting his spectacles, to investigate, he found Willie looking down solicitously upon his victim. "Puir man", confided Willie, "heat stroke." A more accurate diagnosis of the centre-forward's malady would have been "heid stroke", but it's futile trying to explain the niceties of articulation to these foreigners, and anyway, as Bill Shakespeare observed many years ago, "What's in a name?"

Again the veil of propriety must descend for a few moments, but this is the last time this veil is going to descend, and any lascivious person who fondly imagines that this narrative is going to develop into an account of "The Dance of the Seven Veils" is doomed to disappointment.

The centre-forward was bundled off on a wheelbarrow, the game continued and mid-way through the second half we managed to launch our second attack of the game when the inside right, kilt aswirl and tackitty boots scything down the opposition, cut a swathe through the opposing defence, in puissant if unorthodox manner, travelling at such speed that his only possible contender would have been a typist at 5.15 p.m. Unfortunately, this gallant Highland gentleman trod on the ball instead of despatching it goalwards, and he brought up suddenly in a most undignified position with his back on the ground and his legs kicking vertically above his head. Well, it's an ill wind that blows no good, as the saying goes, and our disappointment at this lost opportunity was tempered somewhat by the fact that the answer to an age old controversy was finally resolved in that moment of truth.

With one minute to go, the German outside right weaved his way at great personal peril through our desperate defence and bore down on our goal. It was at this moment that the wretched Willie doubled up and collapsed on the ground with stomach cramp (or so he claimed afterwards.) We threw up our hands in despair as it seemed impossible for the German to miss.

However, all was not yet lost. A burly figure appeared from nowhere and booted the ball right off the German's toe, far into enemy territory. For this last minute reprieve we were indebted to our Chief Engineer, who had been spectating behind the goal and believed that drastic situations require drastic remedial actions. He had, with commendable presence of mind, jumped into the breach and saved the day. The referee either had not noticed this flagrant infringement of the rules, or else was past caring.

And now the moment I had been patiently awaiting arrived - it was my turn to kick the ball. Drawing back my foot, I took what is commonly called a "winder" at the ball. Had justice prevailed, that ball would have become the very first Sputnik. It was a whole-hearted effort which fully merited five points or six runs or whatever it was they awarded in this game. However, justice seldom favours the righteous and the ball suffered the same fate as Mr. R. Burns' best laid schemes, rising vertically instead of following a horizontal trajectory. I cannot claim that the ball reached the stratosphere, but it nearly did, then descended later in the day, landing on the Bo's'n's red-leaded bowler. Fortunately for the Bo's'n his head was renowned for its solidity - people sometimes cracked walnuts on it, or struck matches, without malice and merely in passing! The ball cannoned off the bowler and the German goalkeeper, who had dozed off, awoke with a start as the ball whistled between the posts and, I believe, was never seen again. However, it was unnecessary to accept the



advice of the spectator who advocated that we ignore the ball and get on with the game, because at that moment the final whistle blew and we trooped off with the Bo's'n in the centre of a wildly delighted mob of back-slappers. He even received a hug or two, but we felt bound to omit the kissing sequences which invariably follow goals in 'real' football. After all, these professional chaps receive a handsome fee for that sort of thing.

So ended a thrilling tussle, with the sailors scoring in the last seconds of the game. The Germans, to their credit, did not seem unduly dismayed by our last moment goal, but possibly the bitterness of the blow was alleviated somewhat by the fact that, in between the highlights described above, they had scored thirteen goals of their own.

#### =====

#### WHO'S WORRIED?

There seem to be only two things in life to worry about; either you're rich or you're poor.

If you're rich you've nothing to worry about and if you're poor there are still only two things to worry about; either you're well or you're ill.

If you're well you've nothing to worry about and if you're ill there are still only two things to worry about; either you're going to get better or you're not.

If you're going to get better you've nothing to worry about and if you're not then there are still only two things to worry about; either you're going up or you're going down.

If you're going up you've nothing to worry about and if you're going down you'll be so busy meeting old friends you won't have time to worry, so why bother worrying?

=====

A Captain is said to be a man who knows a great deal about very little and who goes along knowing more and more about less and less..... until finally he knows practically everything about nothing.

An Engineer, on the other hand, is a man who knows very little about a great deal and keeps knowing less and less about more and more..... until he knows practically nothing about anything.

An Agent starts out knowing practically everything about everything..... but ends up knowing nothing about anything due to his association with Captains and Engineers.

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R.N.L.I.

Many people are familiar with the traditional types of life-boat which operate around the coasts of the United Kingdom, but those people who do not have the opportunity to study the quarterly magazine "The Life-boat" will probably be unfamiliar with the development of the inshore rescue boat, introduced first into the Life-boat Service in 1963. Inshore rescue boats are inflatable rubber craft, 15 feet, 6 inches long, with a beam of 6 feet, 3 inches, and a draft, excluding the propeller shaft, of only 3 or 4 inches. These craft are constructed by the R.F.D. Company and are known as 'Z' boats. Power is provided by a 40 h.p. outboard motor, giving a speed of over 20 knots and up to 25 knots in slightly choppy conditions, which give the boat a cushion of air between its bottom and the surface of the water, resulting in the craft rising to a plane. The vessel is constructed with six separate inflatable compartments, and the writer, a member of a local I.R.B. crew, has been informed that even if five of these six compartments are holed the remaining watertight section will continue to support ten men. This somewhat delicate situation has still to be put to the test!

The I.R.B. type of life-boat was brought into service by the R.N.L.I. because of the vast increase in calls made upon life-boats in recent years to assist bathers, yachts, canoes and other pleasure craft in shallow waters. There are now 102 inshore rescue boats in service around the coasts of Britain, eleven of which are stationed in Scotland. Last year these craft were called out on service 1,038 times to assist in all manner of rescue operations and the number of lives saved as a direct result of these calls totalled 455. People landed from vessels in which they might have been in danger totalled 292, and 134 small craft were saved from total wreck. A further 325 craft were assisted in some measure or escorted to safety. These figures indicate the indisputable wisdom of the R.N.L.I. in introducing this type of service.

On each occasion that the I.R.B. is required for rescue service, a crew of four are called from their homes, this number including a Coxswain. In reasonable weather conditions the boat may be taken to sea with just a Coxswain and one crew member, but adverse conditions call for a crew of three, while the fourth man called out acts as launcher and remains in the boathouse as the shore-link. The particular I.R.B. referred to by the writer is equipped with V.H.F. wireless and communication is maintained with the local Police wireless net-work to ensure that immediate calls may be passed from the life-boat to the emergency services if necessary. This wireless link, presently being developed further by the R.N.L.I. but complicated somewhat by the very wet and rough conditions in which these boats sometimes operate, has proved to be successful beyond measure when, for instance, attending a capsized dinghy some distance from the shore in very cold conditions and the dinghy occupants found to be suffering from the onset of exposure. In such an instance the I.R.B. has been able to arrange for an ambulance and Doctor to be in attendance on shore by the time it lands the casualties. There have been occasions in the past, too, in perhaps somewhat humorous circumstances, when it was necessary to have the Law in attendance upon the return of the life-boat to her station. These occasions have included the rescue and subsequent arrest of a somewhat inebriated gentleman, clad only in his underwear, who got into a little difficulty attempting to walk across the Firth of Clyde from Helensburgh to Greenock!

Apart from the wireless set, the gear of these inshore rescue boats includes, as standard equipment, nylon heaving lines attached to round rubber rings, waterproof searchlight torches, red and green signal flares, a floating knife with lanyard, two paddles and a C.Q.R. anchor and chain, two sea drogue anchors for keeping station on a vessel in deep water in severe conditions, a first-aid kit, a kiss-of-life resuscitator, fire extinguishers, spare propeller and spark plugs with tools, etc. In addition, two reflective foil 'blankets' are carried in which exposure casualties are wrapped. These 'blankets' preserve and deflect back to the patient any little body heat which he might still be retaining, whereas normal light clothing, or, in the case of a swimmer, little clothing at all, allows ebbing body heat to disperse, thereby increasing tremendously the risks of serious exposure. Fuel for these craft is carried

in two six-gallon flexible rubber tanks which give the I.R.B.'s considerable endurance. The well of the craft is fitted with a canvas/kapok mattress about two inches in thickness which serves to protect the crew from extensive battering when the boat is proceeding at high speed in rough conditions. The fact that some protection is needed is underlined by the fact that on one occasion a particularly burly individual was thrown three feet into the air by the motion of the boat!

The crews of these Inshore Rescue Boats are composed of volunteers at practically every I.R.B. station and it is interesting to note that in the writer's particular crew there is a total of sixteen men on call or around the area day and night, seven days a week, fifty-two weeks of the year. A total of sixteen men might appear at first glance to be on the large side, but, with holidays and weekend activities to be taken into consideration, as well as the fact that about half of these sixteen work some distance from the station, there must be a guarantee that a full crew will be available at all times and, therefore, it is essential that an experienced pool of personnel is readily available. The volunteers come from all walks of life and include three Policemen, a Butcher, two Bankers, two Drapers, a Gardener, a Plumber and even a Probation Officer! The alerting of the crew is carried out by the local Police, to whom off-shore incidents are normally reported by members of the public dialling 999. The nearest Coastguard Station to Helensburgh I.R.B. unit is at Portpatrick and, although we maintain a liaison with the Coastguard, the intervening distance involved precludes the normal Coastguard/Lifeboat relationship.

In 1968 our particular I.R.B. was called out on twenty-nine occasions, with the confirmed saving of nine lives credited by Headquarters. An official saving of life must be confirmed by a Doctor to establish in fact that the casualty would certainly have died had the I.R.B. not been in attendance. In 1968, during the height of the sailing season, prolonged favourable weather was experienced and, in fact, that year may be considered relatively uneventful.

In conclusion, it must be stressed that members of the public are made welcome at all Life-boat Stations, be they conventional or inshore rescue stations, when any R.N.L.I. crew member will always be pleased to explain the working of this service. A plan of an I.R.B. will be found on page 38.

J.E.F.F.

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WALKIE-TALKIES ABOARD SHIPS  
CAN BE BOTH HELP AND DANGER

Walkie-talkie sets aboard marine vessels have helped speed up the time consumed in docking ships, but they also have caused a number of unusual accidents, the National Safety Council reported recently.

In one incident, the Council said, the Master of a docking ship ordered the Chief Mate to "let go the port anchor," and his command was carried out. However, the Chief Mate of another ship steaming half a mile away heard the order, and, believing it was from his Captain, let go his ship's anchor as well.

A major collision resulted. Investigation disclosed that the walkie-talkie sets on both ships were on the same radio frequency.

The Council suggested that, to overcome similar confusion and possible mishaps, a command should always be preceded by the name of the person to whom it is directed.

Thus, an order should be given: "Chief Mate Jones, let go the port anchor."

The suggestion added, "Now if there aren't too many Chief Mates named Jones ....."

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As at 23/4/69

M.V. "BARON CAWDOR"

Master	A. B. Sutherland
Chief Officer	J. Roberts
2nd Officer	B. Hulse
3rd Officer	D. L. Coe
Radio Officer	D. Gudgeon
Cadet	R. Richardson
Cadet	I. J. Waters
Bosun	Farah Ali
Chief Engineer	J. Atkinson
2nd Engineer	B. Sharp
3rd Engineer	J. Riddell
3rd Engineer	A. Harbinson
4th Engineer	A. M. Issa
Junior Engineer	I. Kennedy
Electrician	J. Gray
Chief Steward	G. Daddy
2nd Steward	J. M. Harrison
Chief Cook	E. J. Thomas

M.V. "CAPE CLEAR"

Master	T. B. McLeod
Chief Officer	J. E. Jennings
2nd Officer	A. G. Michie
3rd Officer	A. J. Brooks
Radio Officer	D. F. Wilson
Cadet	R. I. Mackenzie
Cadet	D. K. Lunn
Bosun	Jama H. Ismail
Chief Engineer	R. A. Jones
2nd Engineer	G. Carter
3rd Engineer	G. Law *
4th Engineer	T. Hill *
Junior Engineer	A. Campbell *
Junior Engineer	W. J. Hughes
Electrician	R. Knight *
Chief Steward	E. Trotter
Chief Cook	G. Dunn

(\* Relieving)

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
Bosun	Mohamed Horreh
Chief Engineer	A. P. Alexander
2nd Engineer	T. Campbell
3rd Engineer	R. Neilson
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. Gibson
Radio Officer	M. N. Pitcher
Bosun	Saleban Haroun
Chief Engineer	D. W. Chalmers
2nd Engineer	D. C. Smart
3rd Engineer	C. Woodforth
3rd Engineer	G. D. Shields
4th Engineer	J. Benson
Junior Engineer	R. Macrae
Electrician	J. Thom
Chief Steward	A. Sisi
Chief Cook	T. W. Robson

M.V. "CAPE FRANKLIN"

Master	C. G. Mallett
Chief Officer	M. Murray
2nd Officer	P. Cooney
3rd Officer	J. G. Houston
Radio Officer	W. Macleod
Tr. R./Officer	D. Hynd
Cadet	J. Malcolm
Bosun	R. Smith
Chief Engineer	T. Barrow
3rd Engineer	T. Farrell
3rd Engineer	C. Sneddon
4th Engineer	J. Collins
Junior Engineer	J. Holden
Junior Engineer	D. Logan
Junior Engineer	M. Durkin
Electrician	D. Davies
Chief Steward	R. Cathcart
Chief Cook	A. McGaw

M.V. "CAPE HOWE"

Master	J. D. Minards
Chief Officer	S. Readman
2nd Officer	T. Marcus
3rd Officer	P. Smart
Radio Officer	D. Humble
Tr. R./Officer	J. Thomson
Tr. R./Officer	J. Williams
Cadet	J. N. McDonald
Bosun	P. D. Sharman
Chief Engineer	J. Black
2nd Engineer	H. O'Brien
3rd Engineer	I. Campbell
4th Engineer	N. Howle
Junior Engineer	J. Durie
Junior Engineer	P. R. Lawson
Eng. Cadet	D. Charteris
Electrician	R. Walmsley
Chief Steward	R. Sherriff
Chief Cook	J. Drury

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	M. R. Ince
2nd Engineer	C. Macrae
3rd Engineer	H. Macphail
4th Engineer	R. Smillie
Electrician	R. Pratt
Chief Steward	E. Vaheer

M.V. "CAPE NELSON"

Master	T. P. Edge
Chief Officer	J. Kane
2nd Officer	P. A. Fenwick
3rd Officer	L. Gilhooly
Radio Officer	J. Chamberlain
Tr. R./Officer	D. Meighan
Cadet	M. N. Beeley
Bosun	J. McFarlane
Carpenter	F. Dixon
Chief Engineer	W. Minikin
2nd Engineer	J. M. Sutherland
3rd Engineer	A. Beaton
4th Engineer	H. Lloyd
Junior Engineer	F. Westwater
Junior Engineer	A. Potter
Junior Engineer	W. D. Moon
Electrician	R. Turriff
Chief Steward	W. Mitchell
Chief Cook	J. Riella

M.V. "CAPE RODNEY"

Master	J. Hetherington
Chief Officer	W. Greatorox
2nd Officer	T. Walker
3rd Officer	D. Brannan
Radio Officer	J. K. Waring
Cadet	S. Stacpoole
Cadet	A. R. Lanfear
Chief Engineer	N. Nicolson
2nd Engineer	W. Adamson
3rd Engineer	G. Weir
4th Engineer	J. Patton
4th Engineer	J. Hannigan
Electrician	J. Robertson
Chief Steward	P. Coles

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	G. S. Copley
Bosun	A. N. Hassan
Chief Engineer	D. Macleod
2nd Engineer	J. T. Rodger
3rd Engineer	J. L. Blackwood
3rd Engineer	D. McKerracher
4th Engineer	D. S. W. Hall
Junior Engineer	D. Conlin
Electrician	J. Leiper
E.R. Storekeeper	M. Hussein
Chief Steward	H. Scollay
2nd Steward	J. Brown
Chief Cook	N. McCallum

M.V. "CAPE ST. VINCENT"

Master	D. Sinclair
Chief Officer	G. Anderson
2nd Officer	I. Taylor
3rd Officer	B. L. B. Lucas
Radio Officer	R. Gaulds
Cadet	R. G. Wiggins
Cadet	D. Campbell
Bosun	E. J. Ibrahim
Chief Engineer	W. Saddler
2nd Engineer	A. E. Norman
3rd Engineer	J. O'Hara
4th Engineer	J. Warman
4th Engineer	G. Macleod
Junior Engineer	J. McGill
Electrician	W. Mack
Chief Steward	J. Clancey
Chief Cook	L. Thompson

M.V. "CAPE WRATH"

Master	A. Macleod
Chief Officer	J. Tattersall
2nd Officer	G. Macgregor
3rd Officer	M. Smith
Radio Officer	D. Macleod
Cadet	C. J. G. Pyper
Cadet	A. J. Kinghorn
Bosun	A. I. Hassan
Chief Engineer	A. Davidson
2nd Engineer	T. E. Carmichael
3rd Engineer	J. Henry
4th Engineer	J. Walkden
Junior Engineer	D. E. Marshall
Junior Engineer	W. McEacharn
Electrician	W. Hornshaw
Chief Steward	J. P. D. Smith
2nd Steward	J. McMahon
Chief Cook	L. Davies
2nd Cook	R. Diamond

P E R S O N N E L (Continued)STANDING BY "CAPE YORK" AT HORTEN

Captain T.C.D. Hogg  
Chief Engineer J. Loughran

ON LEAVE

MASTER	A.C. HUNTER
MASTER	A.L. MILNE
MASTER	A. MACKINLAY
MASTER	W. WARDEN
MASTER	P. SMITH
MASTER	K.M. DOOTSON
MASTER	D.L. INNES
CHIEF OFFICER	G. TOWERS
CHIEF OFFICER	J. PETERSON
CHIEF OFFICER	L.M. ROCKING
CHIEF OFFICER	I.J. BARCLAY
CHIEF OFFICER	H. WEDDELL
CHIEF OFFICER	A. HEPBURN
CHIEF OFFICER	J.M. MCKAY
CHIEF OFFICER	K.H. MONTGOMERY
2ND OFFICER	A. WEIR
2ND OFFICER	H.E. TAYLOR
3RD OFFICER	F. MORAN
3RD OFFICER	M.B. PICKUP
3RD OFFICER	P. DYSON
RADIO OFFICER	D. CRAWFORD
RADIO OFFICER	M.J. CAIRNEY
RADIO OFFICER	M. SMITH
RADIO OFFICER	J.J.M. DONALD
RADIO OFFICER	B. BRESLIN
RADIO OFFICER	H.A. CHAMBERS
CADET	R. GARDNER
CADET	M. WILSON
CADET	A.J. RILEY
CADET	D.K. LUNN
BOSUN	A. MCPHEE
CHIEF ENGINEER	T. MCGHEE
CHIEF ENGINEER	A.G. METCALF
CHIEF ENGINEER	R. TAYLOR
CHIEF ENGINEER	A. LOUNIE
CHIEF ENGINEER	A.F. MCLEAN
CHIEF ENGINEER	G. HENDERSON
CHIEF ENGINEER	S. ALLAN
2ND ENGINEER	H. OSTERMAN
2ND ENGINEER	K. MALHOTRA
2ND ENGINEER	G. MCEWAN
2ND ENGINEER	D. WRIGHT
2ND ENGINEER	J.M. ROSS
3RD ENGINEER	J.G. STONE
3RD ENGINEER	J. MAIR
3RD ENGINEER	R. KENNEDY
3RD ENGINEER	G. STEVENSON
3RD ENGINEER	M. FERGUSON
4TH ENGINEER	A.R. SHAH
4TH ENGINEER	A. DIAS
4TH ENGINEER	D. CARMICHAEL
4TH ENGINEER	J.W. GOLBY
4TH ENGINEER	B. CARCARY
JUNIOR ENGINEER	R. WILSON
JUNIOR ENGINEER	W. MCDONALD
JUNIOR ENGINEER	D. MORRISON
ELECTRICIAN	J. WIGHTMAN
ELECTRICIAN	R. MCINTOSH

STANDING BY NEW ENGINE AT LINCOLN

Mr. W.B. Moore, Chief Engineer

ON LEAVE (Con'd)

CHIEF STEWARD	J. BLAIR
CHIEF STEWARD	T. EVANS
CHIEF STEWARD	E. HUTTER
CHIEF STEWARD	J.E. SMITH
CHIEF STEWARD	I. MCDONALD
CHIEF STEWARD	A. MCGILL
SECOND STEWARD	J. MCDONALD
SECOND STEWARD	C. SMITH
CHIEF COOK	K. PERKINS

STUDYING

MR. P. RICHARDSON (Extra Master)  
MR. J. KING (Master)  
MR. A. WILLIAMSON (Master)  
MR. W. ANDERSON (Master)  
MR. M. ROCHE (Master)  
MR. C. MCDONALD (First Officer)  
MR. J. MAIR (First Officer)  
MR. D. VEITCH (2nd Officer)  
MR. R. L. HAWKE (2nd Officer)  
MR. R. S. REID (2nd Officer)  
MR. C. F. GREEN (2nd Officer)  
MR. C. J. W. ARMSTRONG (2nd Officer)  
MR. N. A. BREWER (2nd Officer)  
MR. S. YEANANS (2nd Officer)  
MR. J. R. WATERSTON (2nd Officer)  
MR. J. W. R. DANIELS (2nd Officer)  
MR. R. S. DUNCAN (2nd Officer)  
MR. D. BETTS (2nd Officer)  
MR. J. S. JOHNSTONE (2nd Officer)  
MR. D. ANDERSON (Chief Engineer)  
MR. G. MAINS (Chief Engineer)  
MR. I. RUSSELL (Chief Engineer)  
MR. W. KINNEAR (Chief Engineer)

To all of whom go our best wishes  
for success in their Examinations.

ON SICK LEAVE

CHIEF ENGINEER	W. ANDERSON
THIRD ENGINEER	A. MILLER
FOURTH ENGINEER	J. T. WALLACE
CADET	J. PACET

LATE NEWS

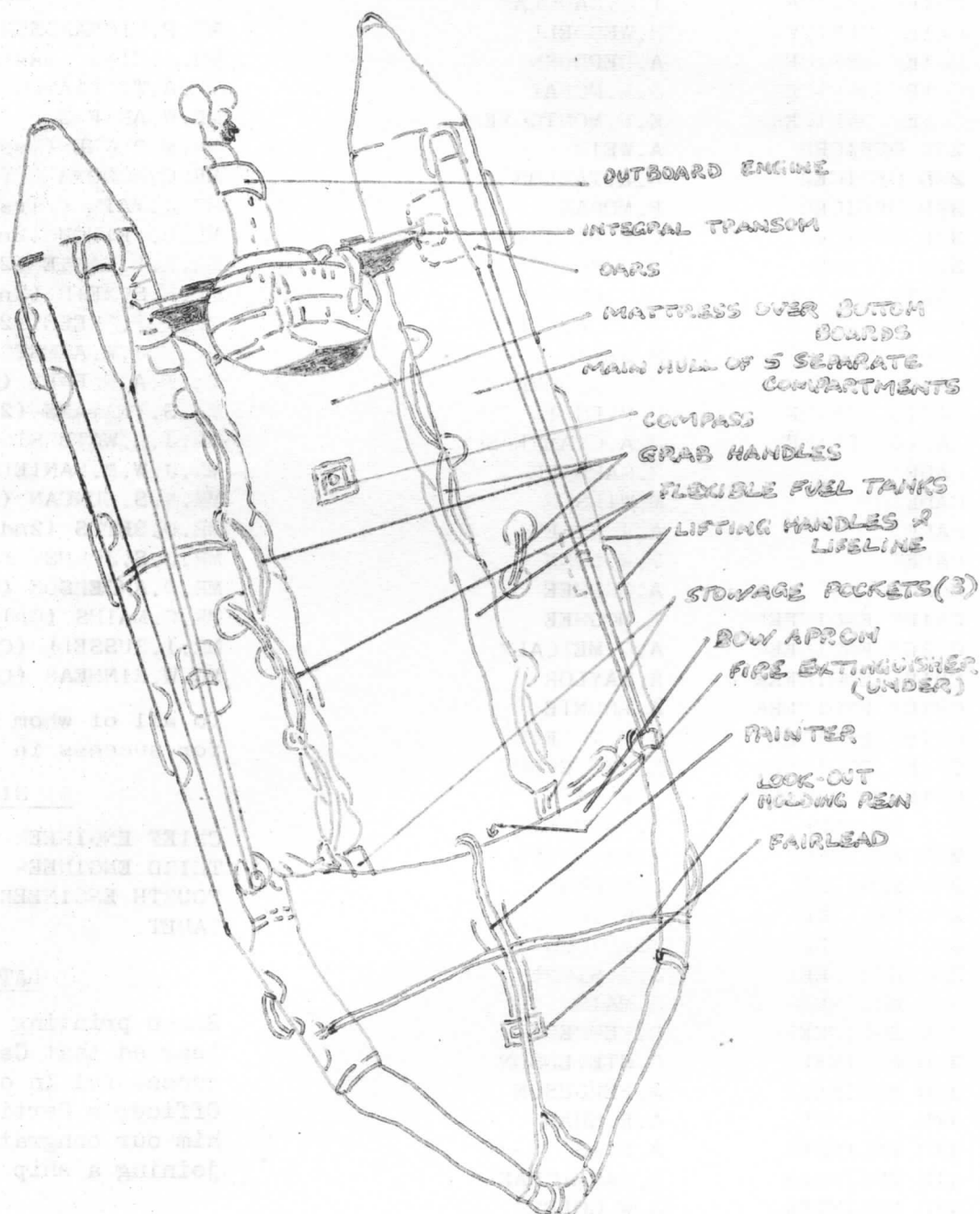
Since printing the above we have learned that Cadet N. Brewer has been successful in obtaining his 2nd Officer's Certificate and we offer him our congratulations. He will be joining a ship shortly.



Just in time for inclusion in TRIAD, we have been advised by the Meteorological Office, Bracknell, Berkshire, that the "Cape Franklin", under the command of Captain C.G. Mallett, is one of three ships, out of one hundred which voluntarily collect and record weather data, which has sent in the most painstaking meteorological logbook compiled over the past year. This is the third time that the "Cape Franklin" has attained this distinction and Captain Mallett and those on board engaged in this work are to be heartily congratulated.

An I.R.B.

(see Pages 33 & 34)



## C O N T R A C T

It has been decided to declare a five per cent rate of participation payment for S.S.M. Contract Staff for the year ended December, 1968. The target, particularly in stores and repairs, was not reached in all cases, but was, on the whole, just sufficient to justify the rate. However, greater effort to eliminate waste and unnecessary external spending will be required if the level is to be maintained, let alone exceeded. Some items of repairs placed ashore - needlessly in our opinion - resulted in some pretty heavy repair accounts being received here. The prices charged abroad may not be generally appreciated on board ship, but take our word, if they had been avoided, or at least reduced, they would make a substantial addition available for the above payment.

The General Purpose manned ships will start with the "TEMPLE ARCH", due to leave Norway during October. The agreement is in its final stages of negotiation with the Union and we hope it will be concluded next month. Recruiting will then start and we hope that details of G. P. manning will be available by that time." In the interim we are discussing the subject with 'Seastaffs' to obtain reaction and suggestions.

All new construction will be fitted with the internal entertainments system, giving two radio channels, with a third channel for domestic programmes. These can be provided either by music from cassettes supplied to ships or by material played by the tape recorder. Thus, items of interest can be taped and played back at suitable times. It would be a good idea to form a ship's Entertainment Committee to decide ways and means of getting the best results from the equipment. Ideas from ships would be welcome so that they can be passed round the fleet to widen the scope for getting the maximum benefit from the system.

S.S.M. has been operating for a year and we hope that most have seen progress during this time. We have to consolidate our gains and move on to further improvements, both in efficiency and conditions at sea. We ask for your continued help and co-operation to achieve this. In the past year shipping has had its problems but it could have been a great deal more difficult. The testing time lies ahead and we cannot have easy minds until we place the Company in a position to ride out difficult times, whilst taking advantage of the easier periods. This is largely the management problem and must be the target. To hit a bull's-eye requires the willing co-operation and participation of all involved. When asking yourself, "What do I get out of the Company?" also ask, "What does the Company get out of me?", and apply the same critical attitude to both answers.

As you are probably aware, the financial year of S.S.M. ended on 31st December, 1968. The Directors of S.S.M. would like to take this opportunity to express their appreciation for the loyalty and help given to them by so many sailing under the S.S.M. Houseflag.

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