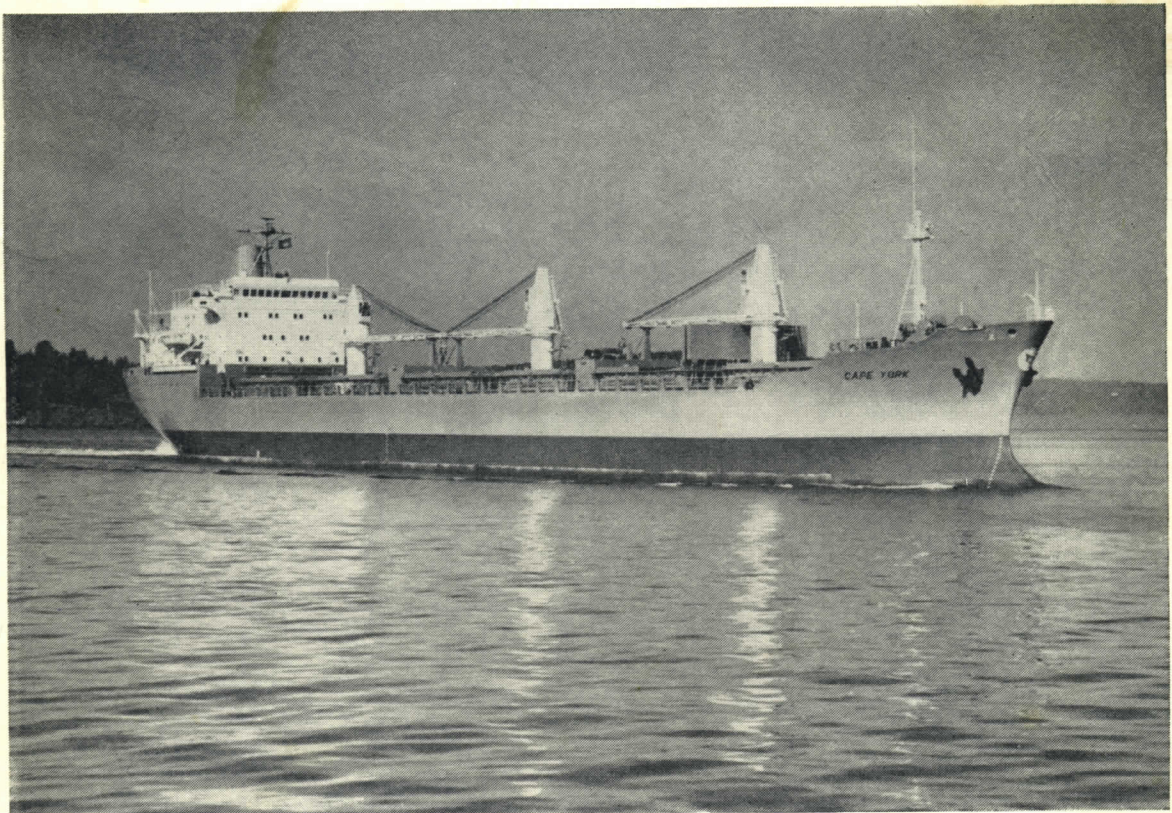


TRIAD

JOURNAL OF
Scottish Ship Management Limited



m.v. "Cape York"

No. 5—SUMMER, 1969

EDITORIAL

These notes must start with an apology and an explanation to the increasing number of friends who wish to be put on the circulation list of this Journal and who might find it difficult to obtain a regular copy. We are in some trouble as we promised to keep the production as informal and personal as possible as befits a publication directed primarily to those at sea. All 'Gallup polls' to date confirm that Staff firmly wish it to stay that way and 'glossy', printed versions are not wanted. TRIAD circulation has doubled within the last year and we are reaching the limit of production now. The result is that we must restrict circulation temporarily. We are urgently looking into alternative means of production which, whilst losing little of the present flavour, will allow greater numbers. Meanwhile, those who feel offended or just vaguely disappointed please bear with us a little longer.

Mr. John P. Walkinshaw returned from a lengthy visit to Australia on the 23rd May. We must take this opportunity of sincerely thanking the home of friends - chartering, agents and others, for the extremely friendly and warm reception he so much enjoyed. The evidence of goodwill and friendship for Scottish Ship Management is deeply appreciated and this fruitful visit will not be the last for it will be the Company's policy to maintain the closest contact with the very old and the new friends we have in that magnificent country. Mr. Walkinshaw has written to many thanking them personally but to those whom he has not so far had that opportunity he asks that we express his thanks on this page.

"Cape York" ran successful Technical Trials on the 27th. May and was formally handed over on the 30th. of that month, an event immediately followed by the launch of "Temple Arch", the latest member of the 'floating family'. A sister-ship to "Cape York", with the exception that she is the first of the automated, medium-speed diesel ships with variable pitch propeller, she will be commanded by Captain D.L. Innes and her Chief Engineer will be Mr. W. Moore. To the best of our knowledge, these two pioneers will run the first ship of this type in the world with the new-style General Purpose Crew now being assembled.

H. Hogarth & Sons Ltd. have decided that names will be allocated to their new-buildings as follows : Horten Yard No. 167, "Baron Renfrew" : Haugesund Yard No. 37, "Baron Ardrossan" : Haugesund Yard No. 39, "Baron Inchcape". All these names have long associations with the Company.

Seastaff Three will take place between 18th. and 22nd. August, 1969 and the provisional nominal list is : J. Allan, Chief Engineer; P. Coles, Chief Steward; P.M. Cooney, Second Officer; G. Downie, Master; G. Henderson, Chief Engineer; W. MacLeod, Radio Officer; H. Waddell, Chief Officer; J.I. Wightman, Electrician, plus two officers still to be selected.

Captain P.A. Wallace, who needs little introduction to many of our readers, will retire from the Office Staff at the end of this year and until then he is working on a part-time basis. This old and valued member, who has been a part of the scenery for more years than most of us can recall, will tote up a total of fifty years during 1969. We will be glad to celebrate the event with him when the big day comes round.

We regret to announce the departure this month of our Assistant Marine Superintendent, Captain Hugh Bryson, who has been a founder member of Scottish Ship Management since joining from H. Hogarth & Sons Ltd. He is emigrating to Melbourne, Australia where he will become a Surveyor and will, therefore, doubtless be keeping in touch. He will be sadly missed but we wish him, and his family, every success and happiness. Mr A. McConn has joined the Personnel Department as a new Assistant, having coming to us from the British Shipping Federation. We bid him welcome and hope that he will be happy with us.

Office Juniors Ken McCuish and Tom Malcolm have left to seek their fortune elsewhere, Ken on the 27th. June and who is off to London, and Tom on the 4th. July. Tom has joined the Staff of a Clydebank local paper.

We wish them both well.

In their place Lawrence Murray commenced on 30th. June and Donald Cameron on 3rd. July.

Miss Marie McLeod, Typist, left on 27th. June and her place has been taken by Miss Sheila Morton, who started her duties here on 30th. June.

The Office Golf Match. On 8th. May the Office Golf Match was played over Cardross Course. Those taking part were Messrs. A.C. Hogarth, W. Nicholson, T.S. Shearer, A. McNair, A.T. Rennie, D. McDougall, H.L. Brodie, H. Brvson, D. Gray, T.B. Hamilton, R.D. Love, F.J. McKerron, E. Robertson, K. Ross, D. Scott and A.C.J. Smyth.

The day started in a most unpromising fashion with heavy rain all morning but shortly after the first competitors drove off from the first tee signs of an improvement were evident and from that point on weather conditions rapidly got better and better with the result that most of the play took place in bright, and latterly sunny, conditions. Everyone voted the day a success with the standard of play apparently ranging over most of the golfing spectrum. It seems that there was some initial confusion on the part of one or two players regarding which was the correct tee to drive from but when the final totting-up of scores was done this point was disregarded in a most gentlemanly manner!

The winner was H.L. Brodie who, whilst playing off scratch, had a score of 86. K. Ross and A.C.J. Smyth were equal second and D. Scott third. After an enjoyable golfer's tea in the Club House the two contenders for second place had a play-off on the putting-green, honours going to A.C.J. Smyth who achieved an impressive hole-in-one at the 8th!

An Office Draw resulted in Mr. R. Morrison winning first prize, Mr. J. Gray second and Mr. Ian McLeish third.

On Derby Day, 4th June, an Office Sweep was held, first prize being won by Mr. A. Jeff (Blakeney), second prize by Miss E. Simpson (Shoemaker) and third prize by Mr. W. Nicolson (Prince Regent).

Glasgow Shipowners' Recreation Club Football Tournament. As mentioned in the Spring edition of TRIAD, this Tournament was held during April and May. Each team played four games with the top four teams going through to the semi-finals. Our opponents were Lep Transport, Furness-Houlder, Clan Lorne and Anchor/Denholm.

We did not make a very auspicious start as we were beaten 3-2 by Lep Transport in the first game, which was played at South Pollok. However, it was an extremely good game with the teams evenly matched. Although Lep were leading 3-1 at one stage we were always in the game. We subsequently scored again and although we then pressed strongly for the equaliser the Lep defence managed to hold out.

Second match was against Furness-Houlder at Bishopbriggs. Rain had been falling incessantly all day with the result that the pitch looked more suited to a game of water-polo than football. However, in spite of the lack of flippers both teams bravely faced the elements. I think our forwards must all have walked underneath ladders that day for despite having 80% of the play and countless shots at goal, the score after an hour of play was an unbelievable 1-1 draw. However, in the last twenty minutes the 'spell' was broken and we eventually ran off the field winners by the handsome margin of 6-1!

Our congratulations to :

Mr. W.A. Anderson on his success in obtaining his Master's Certificate.
 Mr. I. Russell on his success in obtaining his Chief Engineer's Certificate.
 Mr. C. Macdonald on his success in obtaining his First Mate's Certificate.
 Mr. C.F. Green on his success in obtaining his Second Mate's Certificate.
 Mr. G. McEwen, Second Engineer, on his marriage on 24th May, 1969.
 Mr. W. Macleod, Radio Officer, on his marriage on 16th July, 1969.

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We regret to record the death on 12th June, 1969 of Mr. Dick Shields, formerly Chief Steward with the Lyle fleet. He joined the "Cape Hawke" in 1954 and served for many years on that ship under Captain A.B. Sutherland and with Mr. Keith Perkins, Cook. He sailed on other vessels of the fleet before retiring from sea service in 1966, after which he stood by on occasions until the last of the 'tweendeckers, "Cape Horn", was sold in 1967. A staunch Union man, Mr. Shields was an excellent Chief Steward and his many friends in the service will join us in extending to his widow and family our very sincere sympathy in their loss.

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In May we received from Mr. P.D. Sharman, Bosun, the following letter suggesting the design of a company crest for Scottish Ship Management, together with a sketch of his idea for such a crest :

m.v. "Cape Howe"

Dear Sir,

Since Scottish Ship Management was formed there has not been a company crest. I think one should be made, similar to those that are already on board the ore carriers and other units of the fleet.

I enclose a rough sketch of what I think would be a good idea of a company crest. I, on my part, would really like to see a Scottish Ship Management crest on board all the ships. The colour scheme of the crest I would leave to you, the Company.

I sincerely hope that this idea meets with your approval.

I am

Yours faithfully,

(signed) P.D. Sharman.

It is recalled that when ideas for a Lyle Crest were requested some time ago considerable interest was generated and some excellent designs submitted. We propose keeping Mr. Sharman's sketch beside us and should more ideas on this matter be forthcoming we might give thought to the introduction of such a crest some time in the future.

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As already reported, the "Cape York" is fitted with a teleprinter and special voice radio equipment and we print below a letter received from the Post Office Radio Station, Highbridge, Somerset, which Radio Officers particularly might find of interest:

3rd June, 1969.

Dear Sir,

Thank you for your letter of 22nd May about the radio-teleprinter facilities on board m.v. "Cape York".

The experiment you are conducting should prove most interesting and you may rest assured that everything possible will be done at this station to achieve success. Should any of your shore staff or ship's radio officers wish to see the arrangements here or if they wish to discuss any matters arising from the experiments, I would be most pleased to arrange visits.

Please write to me again if you feel that I can be of assistance during any stage of the tests.

Yours faithfully,
 (signed) T.N. Carter,
 Officer-in-Charge.

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"BARON CAWDOR" is presently on passage towards Avonmouth with a cargo of concentrates loaded at Port Pirie and Walvis Bay. She is calling at Las Palmas on 13th July for bunkers and thereafter is due at Avonmouth on the 18th July, with prospects of completing discharge there on or about the 25th July. After leaving Avonmouth she will set course for the River Plate and there load a grain cargo for Japan.

"CAPE CLEAR" should sail from Victoria, B.C. on 11th July with lumber for San Juan and Ponce (puerto Rico), Tampa (Florida), Newhaven (Connecticut), and Portsmouth (New Hampshire). After completing the lumber fixture she will move to Hampton Roads and there load coal for Japan.

"BARON DUNMORE" is on Time Charter to Saguenay Shipping Ltd., Montreal, and is expected to sail from Port Alfred, Quebec, on 11th July after delivering a cargo of bauxite. After departure she will sail for Surinam where she will load a further cargo of bauxite (in the Suriname River), topping-up at Chaguaramas, Trinidad. This cargo is also destined for Port Alfred.

"BARON FORBES" is due at Nagoya, Japan, about the 13th July with coal from Newcastle, N.S.W. and is expected to complete discharge about 19th July. She will then ballast across the North Pacific to British Columbia for delivery on Time Charter to the Seaboard Shipping Company and will, in due course, be redelivered in U.K./Continent. We understand she might be loading barley for Belfast.

"CAPE FRANKLIN" is due at Middlesbrough on 9th July with iron ore from Porto Salazar, Angola. She will drydock at Middlesbrough after discharge and is meantime unfixed beyond that port.

"CAPE HOWE" sails from Cardiff on 11th July after discharging iron ore loaded at Monrovia. She will head for Monrovia or Seven Islands to load a similar cargo.

"BARON INVERFORTH" sailed from Vancouver, B.C. on 7th July with sulphur and potash for the South Korean port of Chinhae, where she should arrive on 21st July. She is presently unfixed beyond Chinhae.

"CAPE NELSON" expects to arrive Nouadhibou on the 12th July to load iron ore for Cardiff. She should sail from the loading port on 14th July, making her due Cardiff on 22nd July. She is, as yet, unfixed beyond Cardiff.

"CAPE RODNEY" arrived at Hamburg on 7th July to complete discharge of a Peruvian fish meal cargo. She will then drydock at Hamburg and sail from there about 14th July. Because of the seasonal lull in the Peruvian fish meal trade, she has been sub-chartered to A/S Bulkhandling, Oslo, for a short period and will proceed to a Polish port to load coal for Dublin.

"CAPE RONA" sailed from Nauru on 29th June with phosphate for Albany and Bunbury, W.A., and will thereafter load salt at Shark Bay for Japan. After that she will return to Nauru for more phosphate for Australia or New Zealand and then call at Newcastle, N.S.W., to load coal for Japan.

During this ship's recent visit to Japan Captain Norvald Grindvik took over command from Captain Nilsen, who has returned home for a well-earned spell of leave. Captain Nilsen has been in command of this ship for almost four years whilst she has been on Time Charter to us (and, of course, to Lyle Shipping Company prior to the formation of Scottish Ship Management) and during that time he has become a good friend of many of us, particularly when "Cape Rona" was in Glasgow in January of this year and we had the opportunity of meeting him personally.

"CAPE SABLE" sailed from Norfolk, Va. on 11th June and from Balboa on 17th June with a cargo of coal destined for Moji, where she will lighten, and Kurosaki (near Wakamatsu), Japan. She should arrive at Moji on 11th July and after Japan she will sail for Nauru to load phosphate for Western Australia, thereafter loading ilmenite at Bunbury, W.A., for Immingham.

"CAPE ST. VINCENT" arrived at Callao, Peru, on 7th July and will call at various ports in that country loading fish meal for Europe. She is on Time Charter to A/S Hav and A/S Havtank, Oslo.

"CAPE WRATH" sails from Osaka on 10th-11th July after repairs. She will proceed to Christmas Island to load phosphate for Eastern Australia, possibly Geelong. She is due at Christmas Island about 18th July. On completion of the phosphate she will move to Port Pirie to load concentrates for the Bristol Channel, picking up a parcel of cargo at Bunbury after Port Pirie and, possibly, also at Walvis Bay.

"CAPE YORK" left Rostock on 16th June and Balboa on 2nd July bound for Japan (port not yet advised) with pig-iron. She should arrive in Japan on or about the 25th July. After completing in Japan she will sail for Christmas Island to load phosphate for Eastern Australia, after which she will load concentrates at Port Pirie for Avonmouth or Swansea.

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This edition of TRIAD contains photographs of the "Cape York" and "Temple Arch" and we are indebted to Mrs. D. Border for the following account of the commissioning of the former vessel and the launching of the latter.

THE LAUNCH OF THE m.v. "TEMPLE ARCH" AND THE DELIVERY OF THE
m.v. "CAPE YORK"

Glasgow Airport lived up to expectations when we set off for this double event by so delaying our flight to London that we missed our connection to Oslo! However, we continued via Copenhagen, arriving in Oslo about four hours late, to find to our horror that our luggage had not kept pace with us but would be sent on later in the evening. This placed us in a predicament for we were due at the home of the British Vice Consul, Mr. Carsten Brunn, for dinner. The ladies tried valiantly to get new evening dresses out of the airlines but to no avail so we all set off for this very grand dinner in the clothes in which we had travelled. The only gentleman in the party had borrowed a clean shirt which, we were informed later, he washed with his own dainty hands before returning! However, a most enjoyable evening was spent at Mr. Bruun's home when we also met some of the party from London.

The next day the rest of the London contingent arrived and visits were made to the Yard and to the Naval Museum at Horten. Miss Alsos had arranged that in the evening we should all be entertained in various Norwegian homes for dinner. This was wonderful, actually seeing how these Norwegian homes differed from our own and leaving us with the feeling that we have something to learn from them, both in decor and comfort. Unfortunately, the rain spoilt the next arrangement which was to have been to move around the houses to see them all but it was so wet that we had to stay where we were.

The great day of the launch and delivery dawned and although the sun did not shine there was no rain. The m.v. "Cape York" was accepted by Mr. Nicholson without a Trial but with a 'well-worn' anecdote in his speech which was appreciated by all. The launch of the m.v. "Temple Arch" was completed successfully, her Sponsor being Mrs. R. Steel. The delightful school band played for both ceremonies. We all went back to the Naval Officer's Club for dinner and then were entertained by Norwegian folk dancers. By this time, everyone knew one another and many friendships were sealed. Indeed, the evening came to an end all too soon.

The party was so large that we had to travel around in a 'bus and it was with real regret that we all boarded the vehicle the following day for our farewells in Oslo. We had our 'reindeer lunch' at the airport and sadly said goodbye to our friends and to Norway. This was an occasion which will be remembered by many for a long time and it was an honour to be part of it.

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"CAPE ST. VINCENT" arrived at Calicut, Peru, on 7th July and will call at various ports in that country loading fish meal for Europe. She is on Time Charter to A/S Hav and A/S Havtand, Oslo.

"CAPE WORTH" to Christmas Island, about 100 miles from Port Moresby, for phosphate. She will move to Port Moresby, loading up a parcel of cargo at Buna.

"CAPE YORK" (port not yet advised) arrived in Japan on or about 23rd July. After loading phosphate for Buna, she will move to Port Moresby, loading up a parcel of cargo at Buna.

This station "Arch" and "Temple Arch" are the names of the vessels.

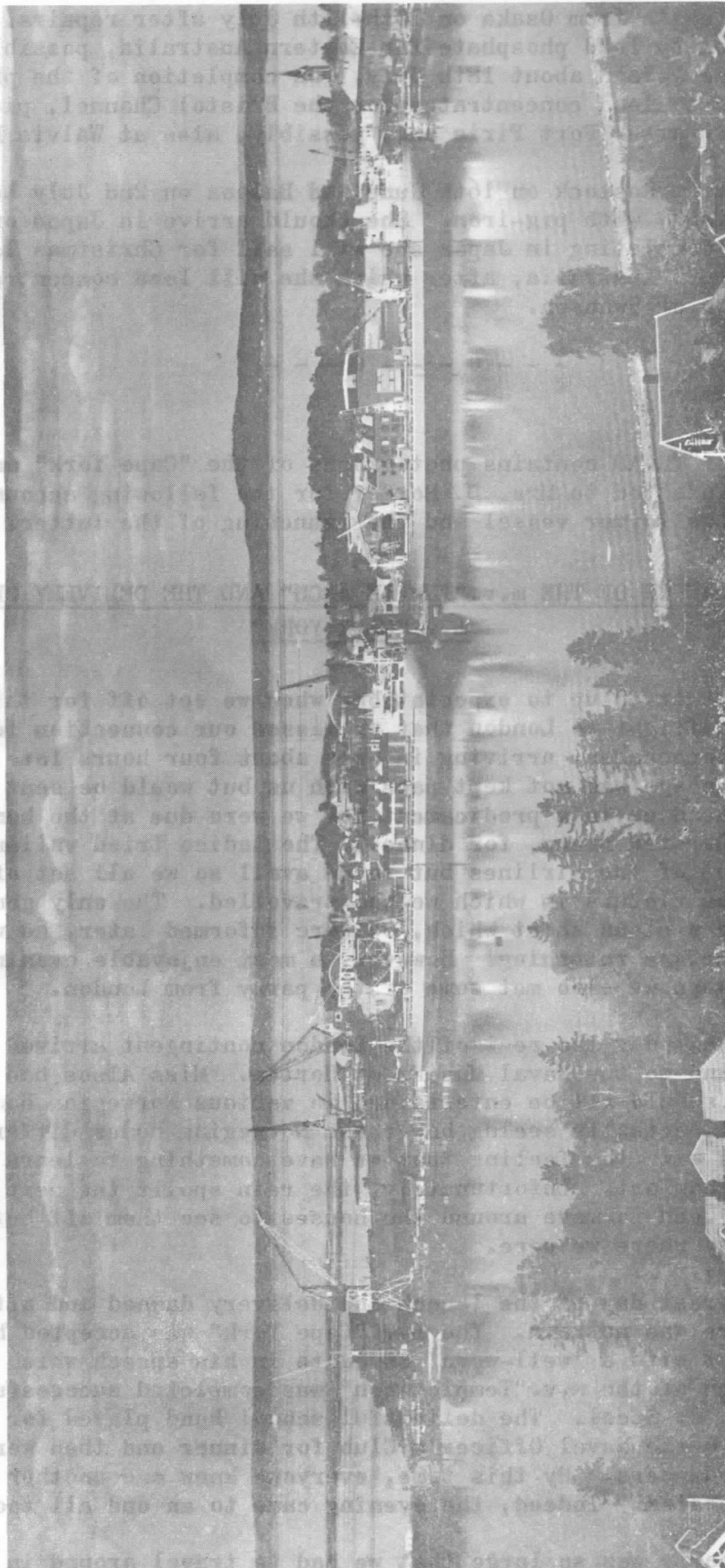
THE

by so doing our... we could not... horror... evening... Vice... evening... grand... party... own... Mr. Brown...

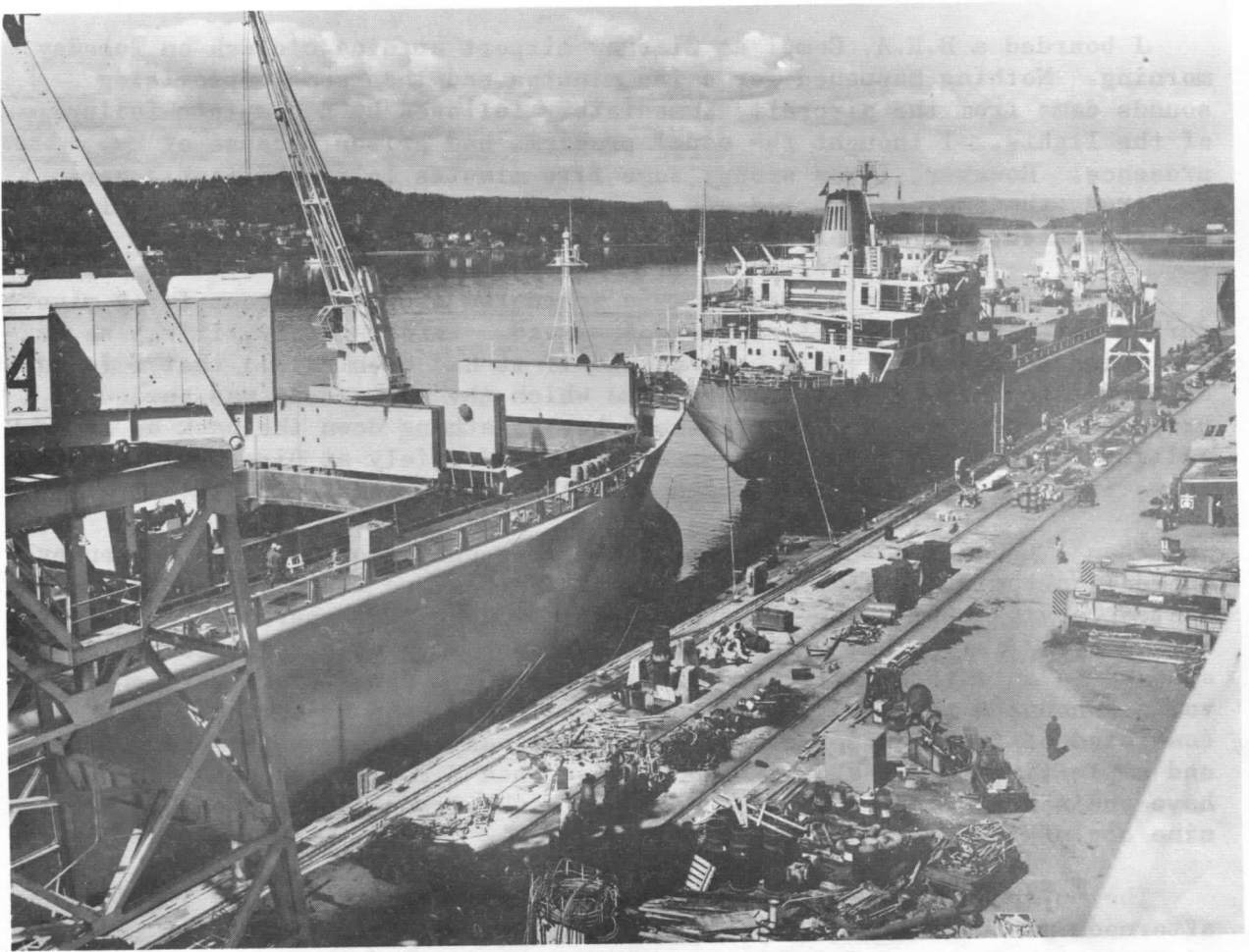
The... made to... in the... This was... own... both in... which was... that we had to...

The... did not shine... without a... by all... Spenser... We all... of Norwegian... friendships were...

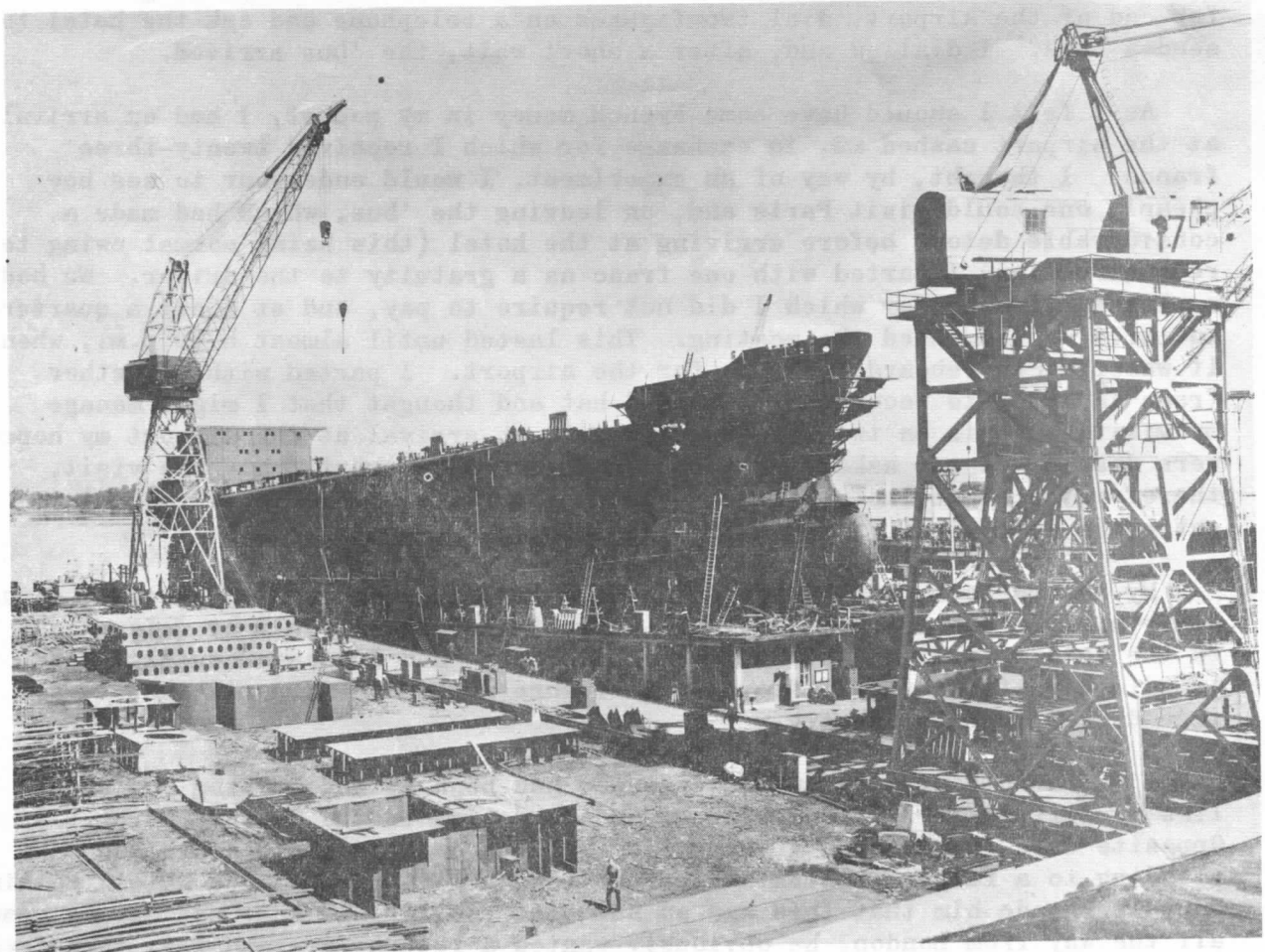
The... was with... with real... late... goodbye to our... remembered by many for a long time and it was an honour to be part of it.



A general view of A/S Horten Verft's Yard at Horten with, left to right, "Temple Arch", "Cape Sable" and "Cape York"



"Cape York" and "Cape Sable" fitting-out
at Horten.



"Temple Arch" on the stocks
at Horten.

"JONAH" VISITS
PARIS

I boarded a B.E.A. Comet at Glasgow Airport at nine o'clock on Tuesday morning. Nothing happened for a few minutes and then some unpromising sounds came from the aircraft, immediately followed by a complete failure of the lights. I thought the usual problems had arisen because of my presence! However, I was wrong; some five minutes later the lights were restored, the engines started and the usual apology for the slight delay was announced, shortly after which the aircraft took off.

The flight time to Birmingham - a scheduled stop - is about forty minutes, during which time a cup of coffee was served. Unfortunately, it was so hot (my friends tell me I would have moaned if it had been cold!) that I found it difficult to consume in the short time which the stewardess was obviously prepared to give me, and soon I found her breathing down the back of my neck waiting for the cup. In due course we arrived safely at Birmingham, where we waited some fifteen minutes and went through Customs, etc.

When I reboarded the aircraft, there were only about sixteen passengers, whereas on the Glasgow/Birmingham leg of the passage there were nearer sixty, and on leaving Birmingham it became quite evident that there was a change of atmosphere. Things had brightened up - we were now on a continental as opposed to an internal flight - and shortly after departure a very cheery voice announced that continental breakfast would soon be served. This consisted of fruit juice and the usual rolls and butter, with more coffee and ample time to drink it. I don't know when B.E.A. think one ought to have one's breakfast but, personally, I think it would have been better at nine o'clock rather than 10.45!

The 'plane arrived in Paris very nearly on schedule and, as I had an afternoon meeting at the Orly Hilton, which was clearly visible, I left the airport with the avowed intent of walking there. I failed completely to find any road or pathway which would lead me to this building, which was only a thousand yards from the airport, so I thought it best to return to the B.E.A. desk in Paris Airport to ascertain where the pathway was, and how one got to this hotel. I was then informed that the procedure was to go to the far end of the airport, dial two figures on a telephone and ask the hotel to send a 'bus. I dialled and, after a short wait, the 'bus arrived.

As I felt I should have some French money in my pocket, I had on arrival at the airport cashed £2, in exchange for which I received twenty-three francs. I thought, by way of an experiment, I would endeavour to see how cheaply one could visit Paris and, on leaving the 'bus, which had made a considerable detour before arriving at the hotel (this being normal owing to reconstruction) I parted with one franc as a gratuity to the driver. We had a pleasant lunch, for which I did not require to pay, and at about a quarter-to-three we commenced the meeting. This lasted until almost 6.30 p.m., when it was time to reboard the 'bus for the airport. I parted with a further franc in order to recover my coat and hat and thought that I might manage my visit to Paris on two francs. However, on arrival at the airport my hopes were dashed - I was asked for ten francs for the Airport Tax! The visit, therefore, cost me twelve francs which, by today's standards, I thought extremely economical.

My return to London was on an Air France jet, which was on schedule - the other airline was meantime apologising that its 'plane would be delayed due to the late arrival of the operating aircraft - and I became acutely aware, immediately after my exit from the enclosure at London Airport, that I was indeed back in this country.

I was accompanied by two friends who had been at the meeting and who, like myself, had reserved overnight accommodation in the Skyways Hotel. Opposite Gate 10 we found a young lady holding a large IBM placard and pleading to a rather fat taxi driver to take her to the Skyways Hotel. Nothing would persuade him that this was an adequate run for his taxi as, having come all the way from London, he obviously wanted a return fare and was, therefore,

unwilling to oblige. One of my companions was told to telephone for the Hotel 'bus, which he did. We waited a further twenty minutes and, as the 'bus showed no signs of arriving, the lady thought her voice might do the trick. Surprise was expressed at the other end and she was informed that they would make further enquiries. Another twenty minutes passed, during which time we fell in with two American visitors from San Francisco who told us that they had been waiting an hour for this 'bus. Our total waiting period was approximately forty minutes, after which time the 'bus appeared. We then did a tour of the various other sections of the airport to ascertain if there were any other passengers for the hotel and, in due course, arrived at about 10.00 p.m. We asked the Reception Clerk for our rooms, to be told that he was extremely sorry but they were not yet vacated. This seemed strange and we informed him that these rooms had been reserved some ten days ago. He quite agreed that they were booked and he assured us that we would gain entry to the rooms just as soon as they were available. I didn't like the sound of this and insisted on hanging around the desk. On one or two occasions he lifted the telephone and enquired, "Dearie, can you give me some more rooms?", to which the invariable reply was that room 'so-an-so' was now free. To cut a long story short, by 11.00 p.m. all three of us had procured the rooms which had been booked.

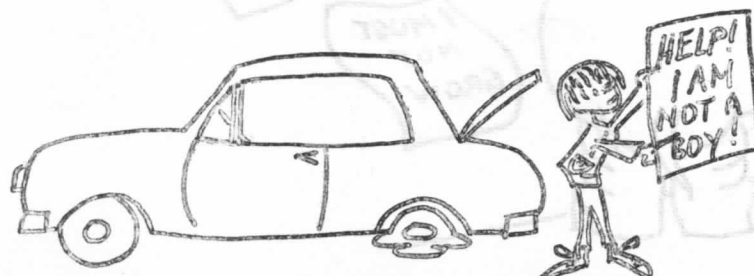
We had eaten nothing since two o'clock and we felt that it was time to have some sustenance. During one trip in the lift in the hotel we had read that the restaurant was open from 6.00 a.m. until 2.00 a.m. so we were not unduly worried at the hour for entering the restaurant. At 10.55 p.m. we went in for our meal, to be informed by the waiter, "Hurry up and order what you want as the last order goes in at 11.00 p.m." We had quite a reasonable meal and then retired to bed.

On getting up the following morning, I decided to have a bath and filled the tub half full of hot water. On testing it for temperature and deciding it was too hot, I turned on the cold tap to find that nothing came out. I examined the plumbing system, which consisted of two knobs for the bath, two for the shower and a peculiarly-shaped tap which, on being turned, emitted cold water. As the tap was not aimed directly over it, not all the cold water entered the bath. However, with some persuasion, enough was obtained to cool the water to the required temperature.

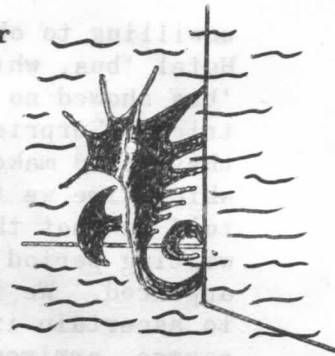
At eight o'clock a chambermaid enquired if she could 'make up' the room, to which I agreed, and by a quarter-to-nine I returned to collect my luggage to find the room completely in order, ready for the next occupant. I handed in the keys to the desk at ten-to-nine and waited for a taxi driver, who was due at nine o'clock. He appeared at the appointed time, but between ten-to-nine and nine the key to my room had been given to the next occupant. Obviously, this hotel seems to work on the 'hot bed' system similar to that adopted during the war on the "Queen Elizabeth" and "Queen Mary", where each soldier was allotted an eight-hour spell of the bed!

My day's business in London went well, as did my flight home, and by comparison with one of my other companions attending the meeting, I was indeed fortunate. He was only coming from London and, when I chided him on arrival for being late, he agreed and said his 'plane was one-and-a-half hours' late and that he had boarded two previous aircraft before the third one actually took off. I must not mention which airline was involved lest I am accused of being biased! Perhaps I am not such a Jonah after all!

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Readers will recall the account in the Spring number of TRIAD entitled 'Our Cover Friends' - Hippocampus, or the Sea-horse. In that article passing reference was made to the fact that the father hippocampus has the babies but this point was not enlarged upon as it was felt that no-one would give a second thought to such an indelicate subject! How wrong can one be? There have been a number of puzzled - nay, downright worried - enquiries making the point that, if Dad does all the work, where exactly does Mum fit into the picture?



Indeed, what useful role, if any, does she fulfil at all? Well, it can be safely stated that Mummy Hippocampus does most assuredly have a role to perform, and doubtless does it most ably, for it is she who deposits her eggs into a pouch situated below Dad's tum-tum and it is only then that Dad takes over for it is in this pouch (he sounds like a seagoing marsupial) that the eggs are fertilized and incubated for several weeks, subsequently hatching there. It is at this point, presumably, that both Mum and Dad glow with pride and satisfaction at a job well done.

It is to be hoped that this puzzling procedure has now been satisfactorily explained and that no further correspondence on such a difficult matter will be necessary!

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In reply to what must surely be a tall story in the last issue of TRIAD concerning the 'Perceptive Pussy', I remember being told another animal story which, although it may not be quite so tall, is certainly large!

It tells of the captain of a ship belonging to a very well-known Glasgow company who was prevailed upon to bring a baby elephant home to the United Kingdom - the pachyderm being destined to become an inmate in a zoo. As this captain did not have the services in his ship of an animal lover such as the carpenter in the 'Pussy' article, he decided to keep the baby, five-toed proboscidian mammal with flexible trunk and embryo large tusks shackled to the bath in his private bathroom, where he could personally supervise care and feeding.

Unfortunately, the voyage was extended by quite a long time and the baby, enjoying almost unlimited feeding and attention, reciprocated the love and affection showered upon it by gaining prodigiously in weight and size! When the ship eventually docked in this country and Jumbo had to leave his devoted keeper it was found quite impossible to get him (the elephant) out of the

bathroom. The upshot was that a local firm of repairers had to burn out sections of the bathroom and external cabin doors to extricate the trapped 'baby' and, for a long time after, the crew frequently pondered over just who paid for this work - the captain, the shipowner or the zoo!



F.J.MacK.



Could it be.....?

Perhaps he does supervise machine-work
as well as marine superintend!



The North Atlantic in
winter.

A photograph taken on the "Cape
Nelson" by Mr. I. J. Barclay,
Chief Officer.

CALL THE AGENT!

If your vessel enters port, call the Agent.
 If your berth appears too short, call the Agent.
 If your ship wrecks a mole,
 If she's drifting towards a shoal
 Or your tug runs out of coal,
 CALL THE AGENT!

If the doctor is too late, call the Agent.
 If your gangs all have to wait, call the Agent.
 If 'Immigration' does not appear
 And delay is what you fear,
 If this cost you too much beer,
 CALL THE AGENT!

If the 'Customs' need more paper, call the Agent.
 And your patience starts to vapour, call the Agent.
 If they keep you from your letter
 From your wife, or even better
 Those from 'Principals' which do not matter,
 CALL THE AGENT!

If the stevedore wrecks your space, call the Agent.
 If your nerves require a brace, call the Agent.
 If you have to stop for rain,
 To wait for cargo all in vain,
 And all your gangs idle again,
 CALL THE AGENT!

If you want to go ashore, call the Agent.
 To make some fun, and maybe more, call the Agent.
 If the crew have been in fight,
 Or the water situation tight,
 Urgencies all through the night,
 CALL THE AGENT!

If fuel spills o'er the deck, call the Agent.
 If the gangway is a wreck, call the Agent.
 If the Old Man's on the blink
 Or a draft falls in the drink,
 If you have no time to think,
 CALL THE AGENT!

Yea, who's the fall-guy? it's the Agent,
 All petty grieves are his, damn the Agent,
 And at that, the poor old fool
 Remains to you a useless tool.
 Thank Heaven you are always cool
 AND NOT THE AGENT!

Q U I Z

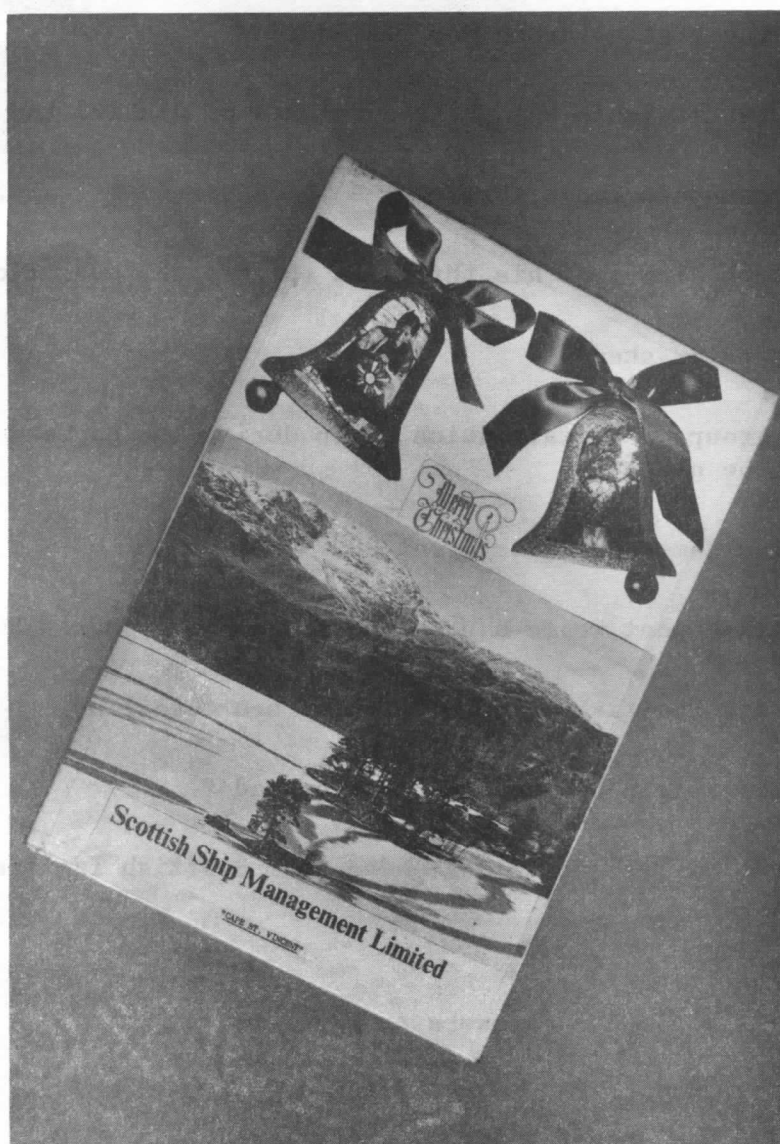
- 1) Name the "Titanic's" sister-ships.
- 2) Who was Mary Baker Eddy?
- 3) If a traffic light shows amber only, what colour follows?
- 4) What did Captain Ahab sail the seas in search of?
- 5) Who, in the Old Testament, was noted for :
(a) Patience (b) Wisdom
- 6) From what are mushrooms propagated?
- 7) Which gas causes bread to rise?
- 8) Where was the first all-steel bridge in the world built?
- 9) Name the green matter found in plants.
- 10) How does the mistle-thrush get its name?
- 11) What was the insignia worn by the Knights of Richard the Lion-heart?
- 12) Name the mountain range forming the 'back bone' of Italy.
- 13) Which French king lost his throne in the French Revolution?
- 14) What is a water-shed?
- 15) Name the group of animals which sleep during the day and hunt and feed during the night.
- 16) Who created James Bond, or Agent 007?
- 17) Which English poet wrote a poem about his own blindness?
- 18) Name the six Scottish counties with no sea coastline.
- 19) What is the origin of the name 'Birkenhead'?
- 20) Name four U.S. Presidents descended from Scottish families.

(Answers on Page 26)

The month of July may, at first, seem an odd time to mention Christmas but it isn't really for, at the mid-point of the year, it might be a good time to sit back for a minute, relax and reflect on past Yuletide pleasures and anticipate those to come.

As an aid in this direction we reproduce below a photograph of the front cover of the Christmas menu prepared last December by Mr. A. McGill, Chief Steward on "Cape St. Vincent" at the time, and on the opposite page the menu itself. Even a quick glance at the latter whets the appetite and a closer study might well bring forth an exclamation of wonder and pleasure at its size and variety - it reflects great credit on all concerned with its preparation.

No prizes are offered for guessing the name of the loch in the picture; it could be Loch Katrine, Loch Vennachar or Loch Ard and almost certainly seems to be in The Trossachs but there is no doubt about the origin of the print below the picture and we are pleased that TRIAD was able to contribute something towards this noble repast!

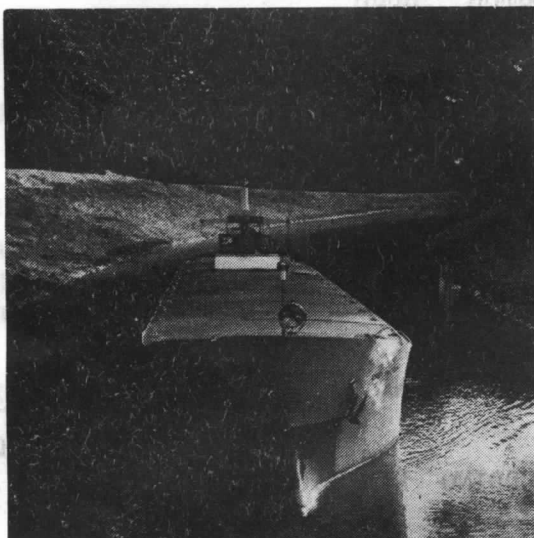


CHRISTMAS AT SEA 1968**A VERY MERRY CHRISTMAS TO ONE AND ALL****MENU****HORS D'OEUVRES****VARIOUS****JUICES****TOMATO****ORANGE****GRAPEFRUIT****SOUPS****CONSOMME ROYAL****CREME ANDULOUISE****SUGGESTED MENU****CONSOMME ROYAL****FISH****WHOLE PLAICE Tartare****Sauce****PRAWN COCKTAIL****WHOLE PLAICE with TARTARE SAUCE****ENTREE****CHICKEN a la KING****VOL-au-VONT TOULOUSE****CHICKEN a la KING****BAKED YORK HAM MADIERA****JOINTS****ROAST TURKEY Sage Stuffing****ROAST CHICKEN Saratoga****BAKED YORK HAM Madiera****GRILL****STEAK DIANNE****STEAK TORNADO****STEAK DIANNE****CHRISTMAS PUDDING RUM SAUCE****VEGETABLES****MUSHROOMS GARDEN PEAS****ONIONS BRUSSELS SPROUTS****POTATOES****FRENCH FRIED****DUCHESS****ROAST and BOILED****ICE CREAM****CHEESE and CRACKERS****CHRISTMAS CAKE****HOT COFFEE****COLD BUFFET****ROAST BEEF OX TONGUE****LUNCHEON MEAT****ROAST QUARTERS of LAMB****APPLES, ORANGES, DATES, MIXED NUTS****COMPOTE****PLUMS, WHIPPED CREAM****PEARS, WHIPPED CREAM****SALADS****LETTUCE, TOMATO, TOSSED SALAD****FRENCH DRESSING****ICE CREAMS****VANILLA, NEOPOLITAN****SAUCES: CHOCOLATE, CARAMEL****CHEESES****DANISH BLUE, EDAM, CHEDDAR****CRACKERS Various****DESSERTS****CHRISTMAS PUDDING RUM SAUCE****APPLE PIE a la MODE****FRUIT AND CAKE****CHRISTMAS CAKE, APPLES,****ORANGES, DATES, MIXED****NUTS****TEA****HOT or ICED****COFFEE****HOT or ICED****WINES, SPIRITS, BEER**

"BOATING POND WITH A DIFFERENCE."

For many years now various national air forces and most of the international airlines of the world have used flight simulators to assist in the training of pilots. Such aids are not confined to the air, however, for similar systems are used for land-training as well in driving instruction on road and rail vehicles.

It is not surprising, therefore, to learn that the idea is being applied in the marine field and notable amongst such users is the Esso Petroleum Company Limited who not very long ago included an account of this development in their publication Esso Magazine. When they ordered their first super tankers of 190,000 tons deadweight the decision was taken to institute a new form of centre for training in the handling of these huge vessels and which, at the same time, would offer facilities in many respects as realistic as possible. The result has been a marine research and training establishment which must be unique in the world located at Port Revel, near Grenoble in the French Alps.

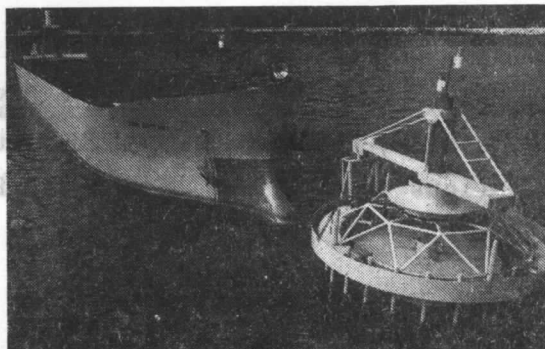


1/25th scale model of 190,000 ton deadweight "Esso Brittany" passing through the 'Suez Canal'.

On a small lake, surrounded by woodlands, are to be found reproductions of actual operating conditions for tankers, achieved by the clever use of greatly scaled-down models, reduced to scales of 1:40 and 1:25. In addition to replicas of ships, part of the lake has been 'redesigned' to include an exact copy, in miniature form, of a gentle bend to be found in the Suez Canal as well as a scale-model bow mooring unit, the prototype of which is in use at the Esso Terminal at Marsa el Brega, in Libya. These facilities enable complicated and precise manoeuvres to be carried out.

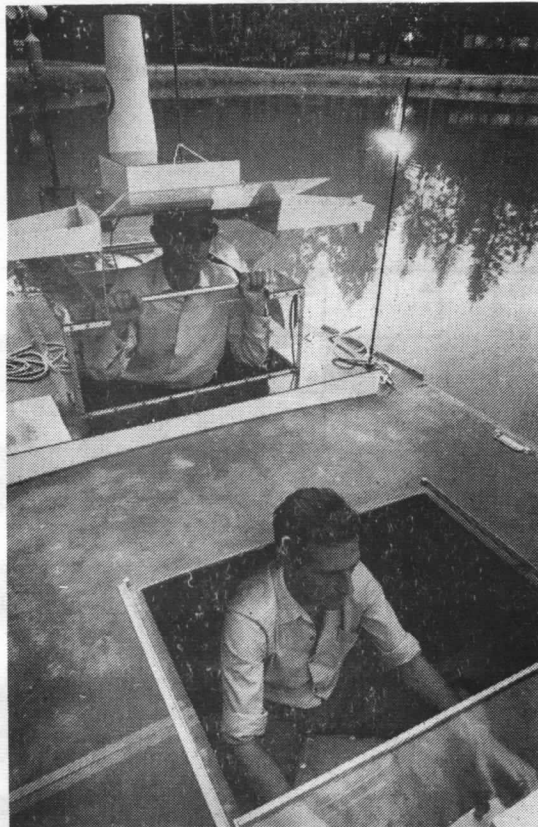
The Centre has been in operation for exactly a year and its availability has meant that, although many miles from the sea, it is proving possible to carry out and practice manoeuvres in simulated harbours, canals and the 'open Sea' in a variety of conditions by both day and night. The opportunity is also presented to those attending the course to discuss with their colleagues the problems of controlling very large ships and to practice coping with unexpected developments in their operation.

Approaching the bow mooring unit based upon the prototype at Marsa el Brega, Libya.



There are four model tankers available for training - two are 1:40 models of 80,000 and 190,000 tons deadweight vessels while the other two are 1:25 replicas of 38,000 and 190,000 tonners. These models are based upon actual ships such as "Esso Brittany", "Esso Grenoble" and "Esso Pembrokehire".

The training complex was built for Esso by SOGREAH (Societe Genobloise d'Etudes et d'Application Hydrauliques) and, in addition to the models and facilities already mentioned, there is a wave-making machine, two channels marked with conventional lighted buoys and a harbour and drydock for docking exercises and maintenance work. Also, there are two conventional buoyed sea-berths which enable use to be made of the model's anchors, an observation tower, a rotating pier fitted with equipment able to measure a vessel's mooring impact and floodlights for night operations.



A trainee helmsman manoeuvres the model under the direction of the captain giving his orders from the 'bridge'.

A training course lasts two weeks, during which time the participating masters and others spend about ten hours in discussion and study of the equipment used at the Centre, approximately fifteen hours on the theory of ship-handling and accident prevention and the remaining forty-five hours are devoted to actual practice on board the models.

Undoubtedly, this is a novel and interesting development which has indeed resulted in a 'boating pond with a difference'.

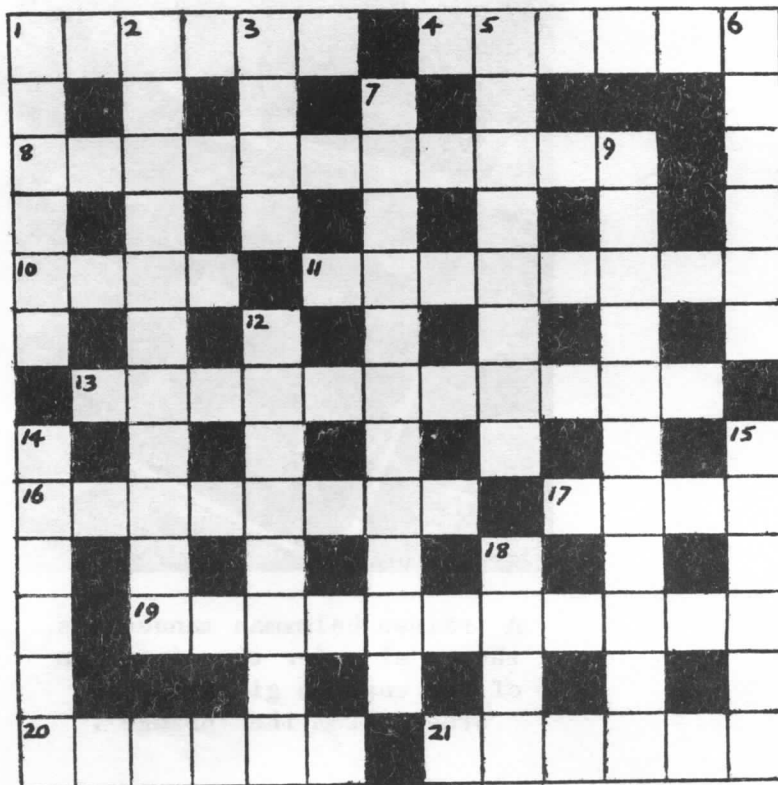
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Notice in lavatory compartment on Japanese train :

"Please pull honourable chain and thereby release honourable flow of water".

Across

1. Contract or pontoon - two of a kind.
4. Tempting fruit.
8. Top group in society.
10. Blended teas coming from this direction.
11. An avid reader.
13. A first child's parent is often this.
16. Do these rash people mop their brows?
17. Sun fish.
19. Nice thoughts if they don't give you toothache!
20. A feeling of excitement.
21. To place obstacles in the way.

Down

1. Customs of the country are found here.
2. A picture does this more than words.
3. Suares.
5. She might keep her handkerchief here.
6. Small ones can be kept in a teacup - but don't stir them up.
7. A couple of hundreds, two thousands, double zero with a fruit all put up with one another.
9. Swag - taken from the kitchen.
12. Mournful.
14. A narrow passage.
15. Continent - sounds pursued.
18. A short walk.

The locale, Long Beach, California, and the object under review, a vast, once-proud ocean liner whose paint is now peeling and which has only one of her three funnels left in position. However, in spite of such indignities, she is still an imposing sight. She is, of course, the "Queen Mary".

At the beginning of last year, looking for a tourist attraction, the City of Long Beach bought the ship from Cunard, berthed her in their harbour and then commenced to radically alter her interior by converting her into a combination luxury hotel, convention centre and maritime museum.

The three top decks are to be a 411-room hotel. Other spaces will be occupied by the convention areas, four restaurants, an ice cream parlour and a variety of shops and the remaining space will contain the Museum of the Sea which, it is claimed, will be unique of its kind and will occupy two-thirds of the ship. In this museum will be found a multitude of marvels such as a 'descent to the bottom of the sea' in a vehicle called the Sea-Scan, a theatre called the Storm Deck where the visitor will find himself transported to the bridge of a ship in the midst of a hurricane and, after that, entering a large port in dense fog! A further exhibit called Habitat will be a multi-level aquarium complete with underwater sounds and Phenomena of the Sea will contain dozens of screens and eight-channel stereo which will be used to create the illusion of being over, on and under the sea. For children there will be the Children's Museum, complete with fossil caves and maritime scents and sounds and for those with an historical bent Heritage Hall will display a centrepiece of an entire Spanish galleon which will be surrounded by numerous other exhibits.

However, the first exhibit expected to be opened to the public - early next year - will be a part of the "Queen Mary" herself. By walking along a catwalk, it will be possible to view, through a glass floor, one of the liner's huge, bronze propellers slowly turning outside the hull.

In all, it is expected that four years will be required to complete the conversion and have all the exhibits installed but when complete these will occupy a total of 100,000 square feet and it is anticipated that annually three million people will visit the ship - more than sailed in her during her thirty-two year career as a passenger-carrying liner. When the transformation is complete, the old ship will look, outwardly, much as she always has done with a new coat of paint and the two missing funnels restored. Her engines have been removed but will be on display nearby.

The "Queen Mary" will be part of a whole new redevelopment in Long Beach Harbour and the area around the ship will accommodate cruising vessels, a huge yacht harbour and a recreation pavilion. This area will be connected to the main business section of Long Beach by a new bridge and also an aerial tramway, not to mention five double-decker 'buses and a collection of elderly taxis which all saw years of service on London's streets!

The "Queen Mary" must surely be one of the very first North Atlantic liners which, after completing a very full, exciting and interesting 'traditional' life, has commenced a new career as a floating exhibition ship (although Isambard Kingdom Brunel's "Great Eastern" spent her last days anchored in the Mersey as a floating carnival with her sides covered in advertisements) but, for those of us who are fortunate enough to have crossed the North Atlantic in the "Queen Mary" at the height of her career as a great liner, her new role certainly seems alien and, perhaps, a little saddening.

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A speech may cure a political crisis, but a hundred speeches will not cure an economic crisis.

SOME CLYDE MEMORIES

Because of its geographical formation, the Firth of Clyde virtually demanded the development of water-borne transport to ensure a rapid and reliable means of communication within its boundaries and this, coupled with the great natural beauty of the area, resulted in the birth of a fleet of vessels which were, in many respects, unique and certainly world-renowned. The building-up of this fleet played a major part in the establishment and development of many of the villages and townships on the Firth and, indeed, islands such as Arran and Bute in large measure owe their economic existence as viable communities to the Clyde steamers.

To this day, there is a sizeable fleet of vessels plying within the confines of the Firth but many would claim, with justification, that the services now offered, the piers served and the design and colour of the ships employed are not what they used to be. With the development of roads and road transport before, and particularly since, the Second World War, added to the greatly increased running and maintenance costs of the fleet, this is perhaps inevitable.

It might be claimed that the first 'Clyde Steamer' was the "Comet", built by Henry Bell in 1812, in fact she was the first steamer in Europe to ply regularly with passengers and to sail in open waters although five years prior to her advent the "Charlotte Dundas", the brain-child of William Symington, had steamed up and down the Forth and Clyde Canal. The "Comet's" monopoly did not last long, however, for she was shortly followed by the "Elizabeth", "Clyde" and "Glasgow" and an ever-increasing host of others until the 'Golden Age' of the Clyde steamers gradually evolved when the Firth was covered by a network of routes serving a multitude of piers. Until 1866, apart from an abortive attempt on the part of the Glasgow & Southwestern Railway to run two vessels on their Princes Pier service, the steamer services were operated by private owners but in that year the North British Railway introduced two vessels of their own on the service between Helensburgh, Dunoon and Rothesay, these being the "Meg Merrilies" and "Dandie Dinmont", each fitted with two-crank diagonal engines and built by A. & J. Inglis. Although the first-named left the Clyde under a cloud when quite new, the other and a third named "Gareloch" built in 1872 served on the Firth for twenty-one and twenty years respectively. A further addition was made by the North British in 1882, this being the "Shiela" which they renamed "Guy Mannering", a paddler built in 1877 for Campbell and Gillies. This ship, when new, provided some excitement for two or three seasons by racing a rival, the "Sultana", owned and commanded by Captain Alexander William-son, between Toward, Craigmore, Rothesay and Port Bannatyne. Scant attention to safety regulations was observed during these unofficial competitions and both skippers consequently faced fines.

In 1883 the North British opened Craigendoran Pier and continued to expand their fleet which was to include some famous - and very fast - vessels, notable amongst these being the "Jeannie Deans", built in 1884 by Barclay, Curle. In fact, This ship proved to be one of the fastest paddlers the Clyde had seen up to then and for several seasons she was unrivalled in speed. She was sold in 1896 to make way for a more modern ship. In 1888 one of the best-known of the Clyde fleet entered service, the "Lucy Ashton", built by T.B. Seath of Rutherglen. In spite of her age at the outbreak of war in 1939 she alone maintained the L.N.E.R. Clyde steamer services throughout that war and was eventually broken-up at Faslane in 1951 at the ripe old age of sixty-three years. If memory serves correctly, she was fitted with aeroplane-type jet engines on deck for some time after being withdrawn from passenger service and subsequently broke the calm of the Gareloch by roaring up and down that pleasant stretch of water engaged in experiments in hull resistances. Until 1899 all the North British paddlers had been fitted with non-compound machinery but this 'tradition' was broken in that year with the building of the "Waverley", equipped with powerful compound machinery which gave her a trial speed of over nineteen knots and, in addition, she had greater saloon accommodation. With this speed, she was another vessel which used to participate in races, notably with the G. & S. W. Railway's "Jupiter", between 1899 and 1905. The "Waverley" was lost in 1940 whilst returning from Dunkirk with about eight hundred troops on board. Between 1906, when "Marmion" was built by Inglis, and 1931 no new vessel joined the Craigendoran fleet and then, in 1931, came the second "Jeannie Deans", built by Fairfield and with a speed of $18\frac{1}{2}$ knots she was unsurpassed amongst the Clyde paddlers. This, coupled with her excellent appointments, meant her being remembered

as one of the most famous of the Clyde steamers. She very nearly became a war casualty, being moored alongside the L.M.S.R. paddler "Juno" in the Thames on war service when the latter was bombed and sunk. In 1935 came the "Talisman", the only diesel electric Clyde paddler, and in 1947 the second "Waverley", also a paddler. The apparent addiction to paddlers on the part of the North British, and later the L.N.E.R., was based upon the fact that the shallow, sandy approach to Craigendoran precluded the use of screw vessels.

While the North British became part of the L.N.E.R. system at the 1923 amalgamation, the G. & S. W. and Caledonian Steam Packet Company (a subsidiary of the Caledonian Railway) became part of the L.M.S.R. system. The G. & S. W. had become serious steamship owners in 1891, commencing with six paddlers (which included the swift "Sultana" already mentioned) to "Provide and use steamships between ports and places on the Clyde" and almost immediately ordered three powerful paddlers - two for use on the upper reaches of the Firth and one for the Arran-Ardrossan crossing. The first two, "Neptune" and "Mercury", were larger and faster than the Caledonian ships to which they were opposed (the Caledonian had formed Caledonian Steam Packet in 1888) and the third newly-built vessel was the "Glen Sannox", built as a rival to the Caledonian "Duchess of Hamilton". The "Glen Sannox" proved faster than the "Duchess" and eventually became the regular Ardrossan-Arran steamer, although this is not to underestimate the "Duchess of Hamilton" for she was a fine ship and, indeed, had interior appointments superior to those of "Glen Sannox". The G. & S.W. ship survived until 1924 when she arrived at Port Glasgow for breaking-up but her Caledonian competitor was lost off Harwich on 29th. November, 1915 while engaged on minesweeping operations. In 1893 the G. & S. W. added the "Minerva" and "Glen Rosa" to its fleet and although somewhat smaller than the average Clyde steamer, they were deeper draughted as they were intended for the Arran winter service. Both were taken over by the Admiralty in the 1914-18 war, the former remaining permanently under their control while the latter returned to her civilian role at the end of the war and was eventually broken-up in 1939. In the early years of this century the 'Caley' had in operation the "Madge Wildfire", "Meg Merrilies", "Caledonia" and "Galatea" and in 1890, when they took over the Wemyss Bay-Rothesay services from Gillies and Campbell, they had introduced the new paddlers "Marchioness of Breadalbane" and "Marchioness of Bute".

A notable vessel to join the Caledonian fleet in 1895 was the "Duchess of Rothesay", a paddler with a trial speed of 17.77 knots which in 1935, when forty years old, attained the speed of 17.50 knots, a remarkable achievement. Her machinery was of the compound diagonal type. She, too, saw war service between 1914 and 1918, assisting in salving more than fifteen ships as well as towing the disabled airship L.15 into Margate. Not content with this record, in 1940 she rendered invaluable service at Dunkirk. She was broken-up in Holland in 1946, never returning to the Clyde after the Second World War. Reverting to the G. & S.W., the last paddler built for them was the "Mars", by John Brown in 1902. She, like so many of the Clyde steamer fleet, saw war service but had the extreme misfortune to be run down and lost off Harwich on 18th November, 1918. The G. & S.W. built only one turbine, the "Atalanta" in 1906, also at Clydebank. She was smaller than, and not so fast as the other turbine steamers on the Clyde and it is interesting to recall that her engines were said to have been an experimental set constructed as models for those fitted in the "Lusitania", alongside which ship she was built. Another maritime disaster is brought to mind when it is remembered that, after the "Titanic's" loss in 1912, most of the Clyde steamer fleet was fitted with extra lifeboat accommodation.

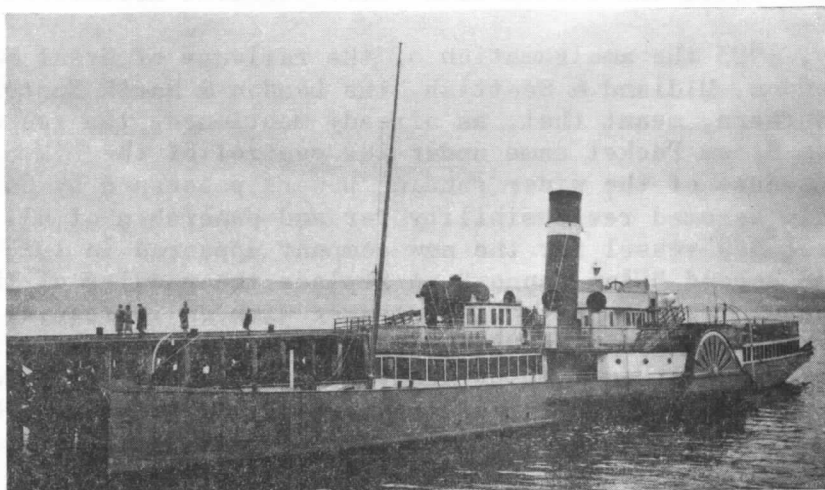
On 1st January, 1923 the amalgamation of the railways of Great Britain into four companies - the London, Midland & Scottish, the London & North Eastern, the Great Western and the Southern, meant that, as already mentioned, the vessels of the G. & S.W. and Caledonian Steam Packet came under the control of the L.M.S., thereby ceasing to be rivals and because of the wider running powers possessed by Caledonian Steam Packet, it gradually assumed responsibility for and ownership of all the L.M.S. steamers. The first new vessel for the new company appeared in 1925 when Denny of Dumbarton built the second "Glen Sannox" to replace the paddler of that name on the Ardrossan - Arran run. She was a turbine steamer with an impressive turn of speed, having been credited with attaining $23\frac{3}{4}$ knots on trial. She was followed by the "Duchess of Montrose", built in 1930 by Denny and a considerable advance in design compared with her predecessors. She was the first Clyde steamer to have an enclosed promenade deck which ran for a considerable part of her length, an innovation, and to be

arranged for 'one class only' accommodation, and her turbine machinery drove three screws. She was finally sold to Belgium not many years ago for breaking-up. A very similar vessel, the "Duchess of Hamilton", followed in 1932 having been built by Harland & Wolff and, like her sister-ship, proved an immediate success. During the Second World War she was employed as a trooper between Stranraer and Larne. Two paddlers of new design joined the fleet in 1934, the "Mercury" from Fairfield and the "Caledonia" from Denny. The former was lost whilst minesweeping off the Irish coast on Christmas Day, 1940 but her sister, as H.M.S. "Goatfell", survived the war and is still a unit in the Clyde fleet. The only paddler in the L.M.S. and C.S.P. fleets to escape requisition during the war was the "Marchioness of Lorne", built in 1935, and in 1936 the Ardrossan-Arran service received a new ship with the "Marchioness of Graham". She had twin screws driven by single-reduction geared turbines giving her a speed of 17 knots and she had the reputation of being a good all-weather ship on this exposed crossing but there were those who felt she could roll at times. Certainly, the Ardrossan-Arran crossing can offer some pretty rough passages, and not only in winter. The last steamers built for the fleet prior to the war were the paddlers "Jupiter" and "Juno", both built by Fairfield in 1937. Their machinery was of the triple-expansion, three crank design giving a speed in excess of $17\frac{1}{2}$ knots. The "Jupiter", as H.M.S. "Scafell" and based mainly at Antwerp, survived the war and returned to the Clyde but, as mentioned earlier, the "Juno", as H.M.S. "Helvellyn", was bombed and sunk in the Thames in 1941. Being a fairly new vessel, her loss robbed the Clyde fleet of one of its finest units.

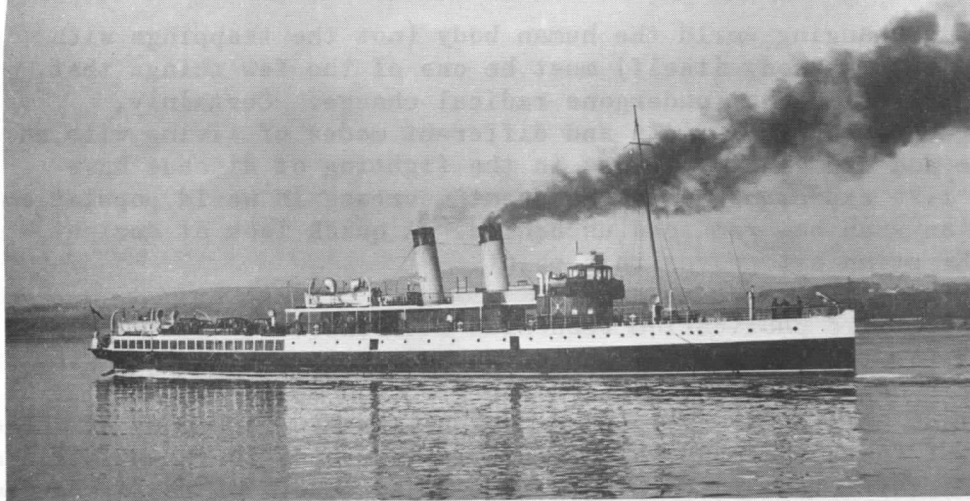
The period since the war has, of course, been one of considerable change, the most fundamental being the nationalisation of the railways, and consequently of the Caledonian Steam Packet Company, in 1948. The character of the new ships built since nationalisation is quite different with the introduction of the functional, but not particularly beautiful, third "Glen Sannox", a large car ferry used on the Ardrossan-Arran run, the three smaller car ferries "Arran", "Bute" and "Cowal" (the A.B.C. boats) employed mainly in the upper reaches, and the four small "Maids" also mostly seen in more sheltered waters, the "Argyll", "Ashton", "Cumbrae" and "Skelmorlie". Those surviving from the pre-war and immediate post-war days are the paddlers "Caledonia" and "Waverley" (1947) and the turbine steamers "Duchess of Hamilton" and "Queen Mary II" (the latter built as the "Queen Mary" by Denny in 1935 for Williamson Buchanan Steamships Ltd.) but inevitably their days must be numbered and the "Duchess of Hamilton", for instance, has only two more seasons to run.

An account such as this about Clyde Steamers of course cannot possibly do justice to the subject as a whole and can mention only a few of the many ships which have, over the decades, left their wakes up and down the Firth. Those named were some of the vessels operated by the various railway organisations which has meant the omission of ships owned by such companies as Williamson Buchanan, MacBrayne and Campbelton Steam Packet - ships such as "Iona", "Columba", "Davaar", "St. Columba" and "Dalriada", the last-named when built being the fastest single-screw steamship in the world, but perhaps some reader will correct this omission and send us an article about some of the unmentioned ships.

We are indebted to Mr. C. Lawson Kerr for much of the material in this article and for all the photographs.

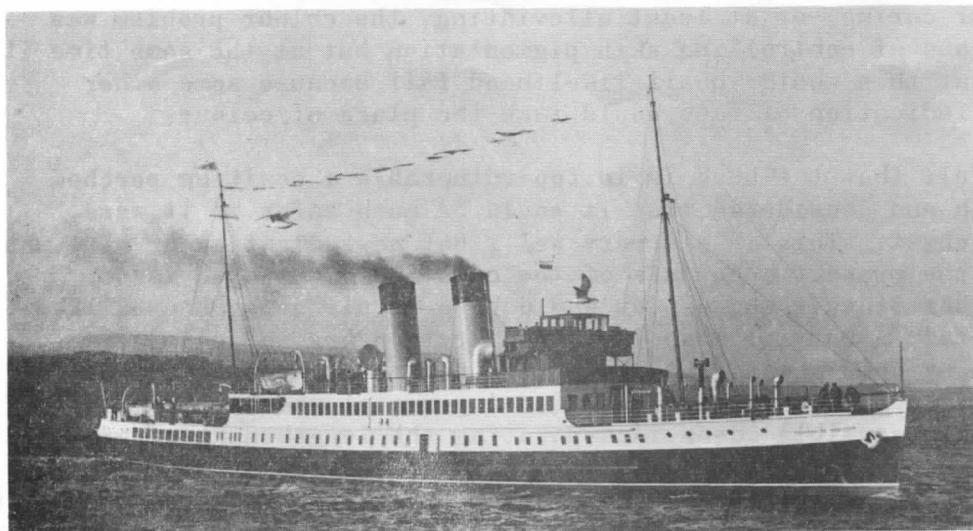
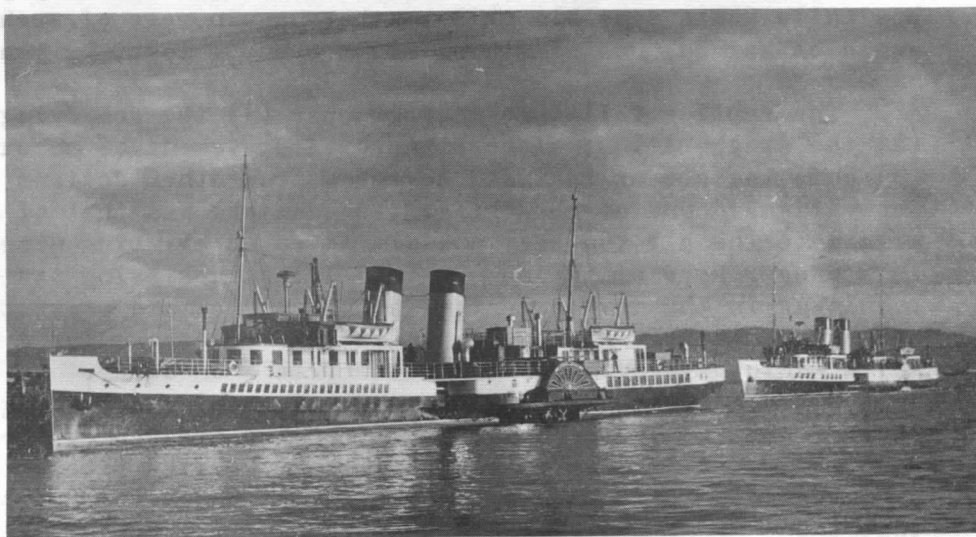


"Lucy Ashton" (1888) at
Craighendoran Pier - 1938.



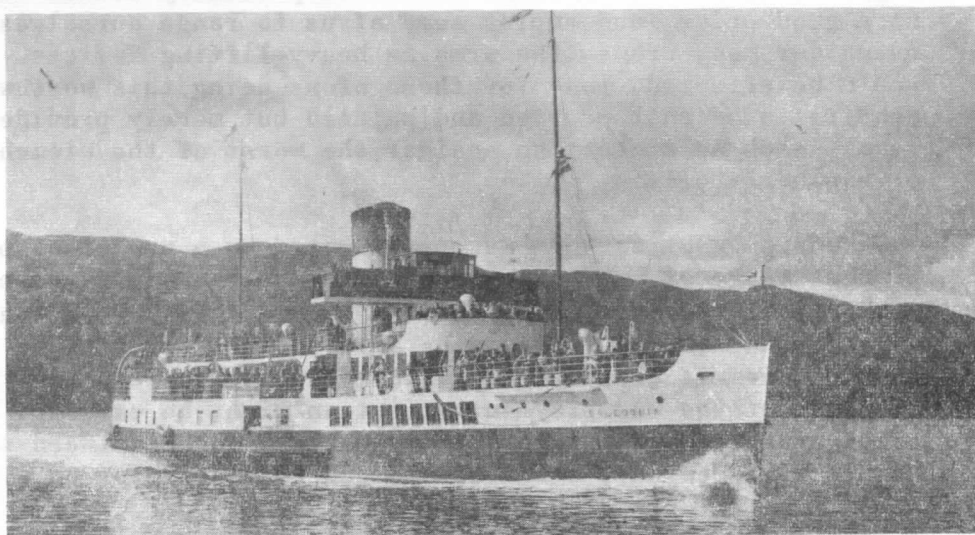
"Glen Sannox"
(1925)
at Ardrossan in
1952

"Jeannie Deans"
(1931), left
"Waverley" (1947)
right
at Craigendoran
Pier, 1963



"Duchess of Hamilton"
(1932)
off Gourock in 1955.

"Caledonia"
(1934)
in Kyles of Bute
1967



In a continually changing world the human body (not the trappings with which it is draped, but the body itself) must be one of the few things that, over many, many centuries has not undergone radical change. Certainly, improved and better-balanced food diets and different modes of living with an emphasis on hygiene and tremendous strides in the fighting of disease have resulted in longer life expectancy and consequent increase in world population but the human form as such has remained unchanged. A quick look at ancient Greek statuary or Egyptian art proves this point.

Recently, a scientific publication requested its readers to contribute one suggestion each for the redesign of the human body with a view to making it more efficient, their one suggestion to be a contribution to an overall improvement in design. Although the response was not great - and many of those who did reply thought the human body was beyond improvement - there was still a reasonable reaction, sufficient to form some sort of picture. Of those who did offer suggestions, some were light-hearted and not very practical, others were basically quite sensible whilst others again were of such a nature that little would be gained, and something might even be lost, by mentioning them here!

The replies fell into four groups: (1) the remedying of some defect, (2) the exaggeration, elaboration or improvement of an existing feature, (3) some feature or features borrowed from other designs and (4) genuine innovations. One of the obvious suggestions was that of a design which would eliminate the all-too-easy ability to catch existing diseases (although there is a danger here of the new design, whilst achieving its primary object, only resulting in the development of a host of new and presently unknown diseases), and allied to this group of suggestions were those for a new type of artery which would not thrombose and teeth free from decay. An idea acceptable to everyone after experiencing the discomfort of 'food going the wrong way' was that of separating the oesophagus from the trachea (gullet and wind-pipe if you prefer it) and, as a rider, fitting the wind-pipe with a type of mouth-organ capable of playing several notes at once, thereby providing a new instrument of communication. Just think, this could result in a whole new species of pop groups springing up! A cunning suggestion, put forward in the commendable hope of curing, or at least alleviating, the colour problem was of developing a means of controlling skin pigmentation but at the same time it was pointed out that this would in all likelihood fail because some other characteristic or indication of race would take the place of colour.

Some people felt that the head is in too vulnerable a position perched as it is up on high and considered that it would be much safer if it were placed within the chest. This is all very well, but no indication or hint was given as to where the present occupants of the chest were supposed to go. Presumably the author of this suggestion would have us all going around like latter-day Mae Wests! A partial step in this direction has, of course, already been taken by some ghosts who prefer to tuck their head under their arm, keeping it out of harm's way and alarming any mortal who happens along. There were some quite sensible ideas incorporating the lengthening of arms and legs or having additional of these limbs with greater degrees of movement which would mean revised muscle design for better leverage. From the Company's point of view this could be a very sound idea for it might then be considered expedient to dispense with the cranes presently fitted on board ship, sell them at a good price, and employ some of us to range ourselves up and down the deck using our new, crane-like arms as heavy-lifting devices. A further saving would be effected, too, for those of us doing this worthwhile job would not require to be rust-proofed and painted but merely provided with a woolley semmit each as protection against the worst of the elements in far northerly or southerly climes.

One suggestion that was put forward by a number of people was that the present range of human vision could stand some improvement, coupled with a neck capable of swivelling through 180°. A refinement on this idea might be to arrange that the head should be able to turn right round through 360° without choking oneself or ending up with an inextricable granny knot. With this improvement the unemployment situation might be eased by recruiting likely candidates to hold a powerful dry-battery torch between the teeth (if they hadn't all decayed), stand on the end of a jetty or on a high headland and

fulfil the role of lighthouse. In this status-ridden world one might then gain a bit of kudos by being designated 'Lighthouse - Mobile'.

One idea, surely submitted by a heating engineer, was that while we would continue to inhale air in the old-fashioned, nasal way, the waste carbon dioxide would be exhaled through orifices at waist level. In this way all the hot air would not be wasted but would circulate under the clothes and reduce heat loss! Hardly surprisingly, wheels instead of legs and feet were advocated but even if this does offer certain advantages, these are balanced by disadvantages such as excessive tread wear with the attendant risk of being apprehended by the Minister of Transport and, even more serious, how would it be possible to avoid a form of gangrene if it proved too difficult to design an effective blood seal at the 'ankle' joint? One can also foresee trouble going up and down stairs. A very sensible suggestion, however, was for some form of ear-flap, rather like eye-lids, to shut out unwanted noise. With the ever-increasing assault upon the ears, such a design feature would be an undoubted boon to mankind. Perhaps one of the more sinister, certainly alarming, suggestions was that instead of ageing being a gradual process, it should occur quite suddenly over the last three days of life. It is only too easy to visualise the chaos this could bring about; just suppose that in mid-Pacific half the crew suddenly went into a twilight state of decline and shortly thereafter snuffed it! Should this unhappy state of affairs ever come about there is nothing for it - automation it will have to be!

A similar request for design ideas was put to children between the ages of seven and eleven and the results showed that nearly all the adult suggestions were duplicated (certainly, in some cases the child was probably submitting an idea generated by a parent). The most consistent suggestion was for an increase in the number of existing parts such as the head, heart, eyes, ears, legs and hands or the adapting of some or all of these components so that they lasted longer or could perform more than one function.

It is unlikely that we will see any of these ideas being put into effect in our lifetime which means that we will just have to put up with each other and ourselves as we are at present, perhaps easing that unhappy thought a little by adopting a different hairstyle or the purchase of a new shirt but, in the meantime, maybe some readers could come up with a few useful ideas on the subject (suitable for printing in TRIAD, please!). However, the last word should be given to the little girl who, on being asked to write an essay on the human anatomy, wrote - "This is the human body which has three parts, the head, the chist and the stummick. The head has the brains, if any; the chist has the lungs and a piece of the liver; and the stummick has the bowls of which there are five - A : E : I : O : U :!!".



QUIZ ANSWERS

- 1) "Olympic" (built 1911, broken-up 1935).
"Brittanic" (built 1914, mined and sunk in Aegean Sea November, 1916, when serving as a hospital ship, with the loss of 21 lives. She never had the opportunity of serving in a commercial capacity).
- 2) She was the Founder of Christian Science.
- 3) Red.
- 4) Moby Dick, or the White Whale.
- 5) (a) Job. (b) Solomon.
- 6) Spores.
- 7) Carbon dioxide.
- 8) At Glasgow, Missouri, U.S.A., in 1879.
- 9) Chlorophyll.
- 10) It eats mistletoe.
- 11) The Red Cross.
- 12) The Appennines.
- 13) King Louis XVI.
- 14) The point, usually high ground, at which the waters run in opposite directions.
- 15) Nocturnal.
- 16) Ian Fleming.
- 17) John Milton ('Milton on his Blindness').
- 18) Clackmannanshire. Lanarkshire.
Selkirkshire. Banffshire.
Roxburghshire. Perthshire.
- 19) "The headland covered with birches".
- 20) James Monroe. James Buchanan.
Ulysses S. Grant. William McKinley.

CROSSWORD SOLUTION

Across

1. Bridge.
4. Apples.
8. Ruling Class.
10. East.
11. Bookworm.
13. Proud Mother.
16. Hotheads.
17. Opah.
19. Sweet Dreams.
20. Thrill.
21. Impede.

Down

1. Border.
2. Illustrates.
3. Gins.
5. Plackets.
6. Storms.
7. Accommodate.
9. Stolen Plate.
12. Funereal.
14. Throat.
15. Chaste.
18. Prom.

The Spring number of TRIAD included a photograph of one of Caledonian Airways new B.A.C. one-eleven jet aircraft. This airline's growing fleet of modern aeroplanes requires an ever-increasing number of personnel, amongst whom are 275 stewardesses.

Caledonian are anxious to emphasise the individuality of their stewardesses and to assist in this direction uniforms from nine different tartans have been designed, thus enabling each girl to choose the tartan best-suited to her colouring. The nine tartans are : Dress Black Watch, Kennedy, Macnab, Mackellar, Graham of Monteith, Macinnes, Hunting Ogilvie, Red Macduff and Hunting Macrae. Permission to use these tartans was obtained from the respective Clan Chiefs.

Although more than 5,000 girls have applied for employment with Caledonian this year alone, the fact that only 120 of this number have been selected for training reflects the very high standards demanded by the airline. By no means all the stewardesses are Scots, many being English and there are even some from Australia.



Three of the tartans - left to right - Macinnes, Kennedy and Hunting Ogilvie.

Photograph : Goodchild Pictorial Photography Ltd., London.

Most people overseas who have gone decimal in their currency appear to have survived the change without undue strain. And indeed, the British Decimal Currency Board takes heart from this experience in planning the U.K. change in February, 1971.

They take further heart from experiments in a couple of trial shops in Britain. A well-known chocolate biscuit bar costs 3d. for a small size and 6d. for one exactly twice as big. It took no time at all to establish that people were buying any number of threepenny bars at one new pence each (the recommended equivalent) and none at all of the sixpenny bars at the unarguable equivalent of two-and-a-half new pence.

But why be surprised? A nation which has coped in earlier centuries with groats, nobles, guineas and the rest, and in latter times with pounds called quids, half crowns called half dollars, florins called two bob bits, sixpences called tanners and all the rest ought to find decimal currency a push-over.

Not that decimal coinage is new to Britain. The aforesaid two bob bits were introduced a hundred and odd years ago as the first stage of decimalisation - many bore the legend "one-tenth of a pound". It could even be said that a nation which takes over a century to move from Stage 1 to Stage 2 of a project isn't likely to be given to flippancy or sunk by novelty.

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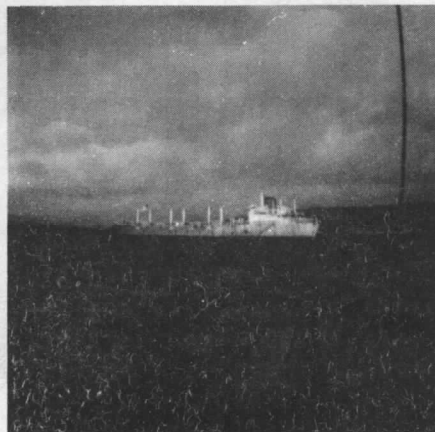
In the light of the accompanying article, could we perhaps say that as we are building a series of ships in a country where the metric system is used, a lot of valuable experience is being gained in the use of this system.

The early ships built in Scandinavia were fitted with controls, gauges, etc. marked in Metric and British Standards, but the later vessels will have all this equipment marked only in metric standrads and no doubt our seagoing personnel will readily become proficient in the system.

As a resident for many years in a country using the metric system, the writer can vouch for the ready manner in which a household can be converted to the metric system. A certain lady found out within a very short time that servants used to this system learned that it was easier for a foreigner to count up money using this system than it was for them!

F.J.MacK.

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"Cape Rona" anchored
at the Tail of the
Bank, January, 1969
(Photograph : W.A. Herron)

The following article appeared on Friday, 23rd May, 1969 in
"The Renfrew Press".

GLOBETROTTING GORDON COMES HOME

"Join the Navy and see the World". This much-used recruiting slogan has certainly become a reality for 18-year old Gordon Cunningham, a merchant seaman from Erskine, who returns this evening to his home town after completing five months on the maiden voyage of Norwegian-built bulk carrier "Baron Dunmore".

It was this 32,000-mile voyage around the globe which gave Gordon his chance to see those far-off and distant places that most of us know only from postcards.

Setting sail late in December from Haugesund in Norway, the 20,000 ton ship, owned by Hogarth of Glasgow, steamed south to Rostock, East Germany, to pick up cargo before crossing the Atlantic and Pacific Oceans to Nagoya, Japan, via the Panama Canal.

As a navigation cadet on the ultra modern vessel, Gordon's next port of call was Christmas Island in the Indian Ocean, after which the ship headed due south for Australia, unloading at Melbourne and Geelong in Victoria before collecting cargo at Port Pirie for the homeward voyage via Walvis Bay, West Africa, to Avonmouth in the Bristol Channel where the ship is now docked.

Ironically, it was the lack of a quarter of an inch which helped Gordon to go so far. For when he finished school with O-levels he left his home at Princess Park, Erskine and headed for London hoping to join the Metropolitan Police Cadet Force.

But after successfully completing all the various entrance tests he was told that his 5ft. 7 $\frac{3}{4}$ in. was that vital quarter of an inch too small.

It was after this bitter disappointment that Gordon decided that the sea was the life for him so he returned to Glasgow to enter his name in the Merchant Navy 'pool'.

Only a week after signing on the dotted line he boarded the "Cape Nelson" for his first voyage as a navigation cadet. From there he joined 'cousin' "Cape Clear" before becoming a crew member of the "Baron Dunmore".

During his spell of leave Gordon may attempt to complete the final endurance test which stands between him and a gold medal in the Duke of Edinburgh Award Scheme. At any rate, if he does finally come face to face with the Duke, then Gordon's world-wide travels will give them both a conversational topic of mutual interest!

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We have been asked by the Glasgow Branch Secretary of The Watch Ashore to mention that the Glasgow Branch of the Association start their meetings for the new session on 3rd. September, 1969 at 7.15p.m. at the Merchant Navy & Airline Officers Association Rooms, 87 Carlton Place, Glasgow, C.5. They have a varied and interesting syllabus and extend a very warm welcome to any Officer's wife, mother or sister who would like to go along and join them.

This result, of course, put us into a confident mood for the third game which was against Clan Line at Ralston. This game was a repetition of our previous match with the notable exception that this time we did not turn our superiority into goals. Clan inevitably broke away and scored two goals and, although we managed to pull back, there were no more goals scored and Clan finished narrow 2-1 winners. Our defeat was due to some shocking misses by the forwards and a wonderful display by the Clan goalkeeper, who was applauded by us at the end of the game.

W. McM.

Our fourth game of the competition was against Anchor/Denholm and as it turned out this game was to decide which of the two teams were going into the semi-final. The game was played at Cardonald on a fine, dry evening.

The game began and soon both sides were doing a power of attacking. Early in the game our goalkeeper fumbled a low cross and it was only after a fair amount of scrappy play that the ball was cleared. Shortly after this a Denholm forward took a nose-dive in our penalty box and the referee awarded a penalty. Claims that the forward had been tackled cleanly were dismissed by the referee and the penalty stood. As it turned out, there was no need for argument as Denholm put the ball wide from the spot. The remainder of the half was fairly even.

As the second half began we were really getting on top but after about ten minutes the game was held up as the Denholm left winger fell heavily following a tackle from our right back. On examination it was found that he had dislocated a knee-cap. Play did not resume for about twenty minutes as we waited for an ambulance to remove him to hospital.

When the game did restart the pressure which we had been putting on Denholm was now reversed and we were struggling to keep them from scoring. Denholm, who had been attacking for some time, were now looking a bit tired. Our forwards were beginning to press our opponents' defence and it looked like only time before we would score. A good move by our forwards led to Jim Daly putting us into a 1-0 lead. With five minutes to go, however, Denholm were awarded a corner from which they scored. That was the end of the scoring and we were in the semi-final!

Our opponents for this were Lep Transport, the game being played on a fine evening at C.P.A.'s. Ground, Renfrew. In the first half Lep had the majority of the game but failed to take the chances they created. In the second half it was a different story and Lep were very lucky indeed not to find themselves three or four down. There was some fierce tackling by the Lep players and it was not surprising that the referee spoke to a few of them. Some nice football by Jim Daly led to him being through and bearing for goal, hotly pursued by about four Lep players, but they failed to catch him and he put the ball neatly past the outcoming 'keeper. The supporters who had come to watch us went wild and we heard chants of "Easy, easy" but these were short-lived as Lep equalised with a tremendous shot after a defensive error. Just on the final whistle the referee ordered a Lep player off. The result at full-time was 1-1 and that meant half-an-hour extra time. The first half of extra-time was much the same but with only a minute to go our centre forward scored and gave us a 2-1 lead. At this the park was invaded by overjoyed supporters. No-one was arrested and the park was soon cleared! The next minute seemed like eternity but finally the whistle went; we had made it, we were in the final!

Our opponents in the final were Clyde Port Authority and the game was played at Weirs Ground in Cathcart on a very wet evening but, in spite of the terrible weather, there was a very good crowd out to watch. As the game got under way it became obvious that it was going to be fairly difficult to control the ball and to play really good football. With the game only minutes old a harmless-looking ball was floated in the City/S.S.M. goalmouth and the next minute it was in the net. This was a bad mistake on the goalkeeper's part as he should have had the ball safely gathered. The game was restarted and right away C.P.A. went into the attack. The City/S.S.M. goal was now under extreme pressure and the C.P.A. were sure they were going to score but they had not bargained on the City/S.S.M. pillar of strength at centre, Bobby Doak.

Time after time he cleared from the opposing forwards and really was in command of the penalty area. A cross from the C.P.A. right wing into the penalty area was snatched by a C.P.A. player and thumped into the back of the net to put them 2-0 in the lead. Half-time arrived and both teams were glad of a chance to get in out of the rain for a few minutes. The second half began with C.P.A. on the attack but they were not having it all their own way as our forwards began to let their presence be known. C.P.A. were now having to fall into defence and at times looked quite shaky. Alas, the City/S.S.M. pressure was not to last and a break by the C.P.A. caught our defence on the hop and, with only the goalkeeper to beat, a C.P.A. forward stroked it past him to put them 3-0 in the lead. Appeals for off-side were turned down although there was not much in it. With about five minutes to go a break on the C.P.A. right wing opened up our defence and as the goalkeeper went out the C.P.A. winger passed it across the goal to an incoming forward to hit it into the net. There was no more scoring and the final score therefore was : C.P.A. 4, City/S.S.M. 0.

After the game the Cup was presented to C.P.A. and each member of our team received a small plaque. On Friday, 27th June we had the pleasure of being guests of C.P.A. at a cocktail party in C.P.A.'s Boardroom when Mr. T.S. Shearer represented our office.

Thanks must be extended to the Directors for their encouragement and support during this series of matches and also to the Team Manager, Team Captain and all the Players for their tremendous efforts and enthusiasm which took them to the verge of victory.

R.I.

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MORE FLEET NEWS

"CAPE MARINA" This ship was handed back to her Owners, Marbueno Cia. S.A., Monrovia, on 7th June, 1969 at Rotterdam after completion of discharge of the mineral sand cargo loaded at Brisbane and Newcastle, N.S.W.

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Two ducks were walking across a farm-yard in single-file when, suddenly, the one at the rear said, "Quack!" The leading duck turned round at this and said angrily, "Be quiet, I can't go any quacker!"

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Ever been had? One day, when looking through a small, second-hand furniture shop, I watched a young man enter carrying a chair. He dumped it down in front of the manager and asked how much it was worth.

"Fifteen shillings", replied the manager.

The young man looked surprised. "Isn't it worth more?"

"Fifteen shillings is all I can give you for that chair, son." The older man shook his head and bent down to examine the chair. "See that?" He pointed to a crack in the chair leg. "And see here where the paint is peeling? Fifteen shillings is all its worth to me".

"All right, then," said the young man, "I'll take it." He pulled out his wallet. "I saw it in front of your shop with some things marked three pounds, but I thought maybe it was a mistake and you could tell me how much it was worth."

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EPILOGUE

In this kirkyaird lies Eppie Coutts,
Either here or hereabouts,
But whaur it is there's nane can tell
Till Eppie rise and tell hersel'.

PERSONNEL

As at 7/7/69

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
Chief Engineer	J. Atkinson
2nd Engineer	B. Sharp
3rd Engineer	J. Riddell
4th Engineer	A. Isaac
Junior Engineer	I. Kennedy
Electrician	G. Gray
Chief Steward	G. Dodd
2nd Steward	J.M. Harrison

m.v. "CAPE CLEAR"

Master	T.B. McLeod
Chief Officer	J.E. Jennings
2nd Officer	A.G.F. Michie
3rd Officer	A.J. Brooks
Radio Officer	D.F. Wilson
Cadet	D.K. Lunn
Chief Engineer	R.A. Jones
2nd Engineer	G. Carter
3rd Engineer	R. Kennedy
3rd Engineer	G. Stevenson
4th Engineer	D. Carmichael
Junior Engineer	W.J. Hughes
Electrician	J. Wightman
Chief Steward	E. Trotter

m.v. "BARON DUNMORE"

Master	P. Smith
Chief Officer	G. Towers
2nd Officer	N. Battersby
3rd Officer	N.A. Brewer
Radio Officer	N. Smith
Cadet	A. Latty
Cadet	G. Cunningham
Chief Engineer	J. McLennan
2nd Engineer	H. Ostermann
3rd Engineer	R. Neilson
4th Engineer	T. Hill
4th Engineer	J. Kelly
Junior Engineer	I. Dewar
Electrician	R. Knight
Chief Steward	E. Hutter
2nd Steward	E.T. Martin
Chief Cook	K. Perkins

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
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
2nd Steward	R. Ilderton
Chief Cook	T.W. Robson

m.v. "CAPE FRANKLIN"

Master	C.G. Mallett
Chief Officer	K.H. Montgomery
2nd Officer	P. Cooney
3rd Officer	J.G. Houston
Radio Officer	D. Hynd
Cadet	R.S. Reid
Cadet	D.M. Johnston
Chief Engineer	A. Lounie
2nd Engineer	D. Wright
3rd Engineer	J. Mair
4th Engineer	J.W. Golby
Junior Engineer	J. Holden
Junior Engineer	D. Logan
Junior Engineer	M. Durkin
Electrician	D. Davies
Chief Steward	R. Cathcart
Chief Cook	A. McGaw
2nd Cook	J. McDonald

m.v. "CAPE HOWE"

Master	J.D. Minards
Chief Officer	J. Peterson
2nd Officer	P. Dyson
3rd Officer	P. Smart
Radio Officer	J. Williams
Trainee Rad. Off.	J. Thomson
Cadet	J.H. Simons
Cadet	J.N. MacDonald
Bosun	P.D. Sharman
Chief Engineer	W. Anderson
2nd Engineer	H. O'Brien
3rd Engineer	J. Milne
4th Engineer	N. Howle
Junior Engineer	J. Durie
Junior Engineer	A. Cook
Junior Engineer	P.R. Lawson
Electrician	R. Walmsley
Chief Steward	R. Sherriff

PERSONNEL

(con'd.)

m.v. "BARON INVERFORTH"

Master	K.N. Dootson
Chief Officer	B.W. Lawson
2nd Officer	R. Sutherland
3rd Officer	A. Kemp
Radio Officer	W. Dennehy
Chief Engineer	M.R. Ince
2nd Engineer	W. Kinnear
3rd Engineer	H. MacPhail
4th Engineer	R. Smillie
Electrician	R. Pratt
Chief Steward	E. Vaher

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 ST. VINCENT"

Master	D. Sinclair
Chief Officer	G. Anderson
2nd Officer	I. Taylor
3rd Officer	B.L.B. Lucas
Radio Officer	H.A. Chambers
Cadet	R.G. Wiggans
Cadet	G. Scott
Bosun	E.J. Ibrahim
Chief Engineer	W. Saddler
2nd Engineer	A.E. Norman
3rd Engineer	J. O'Hara
4th Engineer	J. Warman
4th Engineer	R. Dempster
Junior Engineer	D. Moore
Electrician	W. Mack
2nd Electrician	M. Flintoff
Chief Steward	J. Clancy
Chief Cook	L. Thompson

m.v. "CAPE NELSON"

Master	A.L. Milne
Chief Officer	H. Weddell
2nd Officer	P. Fenwick
3rd Officer	L. Gilhooly
Radio Officer	J. Chamberlain
Cadet	M.N. Beeley
Cadet	G.S. Copley
Cadet	H. Kearney
Bosun	A. McPhee
Carpenter	F. Dixon
Chief Engineer	I. Russell
2nd Engineer	I.E.A. Dalton
3rd Engineer	A. Beaton
4th Engineer	D. Murdie
Junior Engineer	T., Orr
Junior Engineer	W. MacDonald
Junior Engineer	W. Moon
Engineering Cadet	D. Charteris
Electrician	R. Turriff
Chief Steward	W. Mitchell
Assistant Steward	J. Brown

m.v. "CAPE SABLE"

Master	J.R.L. Cain
Chief Officer	I.J. Barclay
2nd Officer	J. King
3rd Officer	R. Mullen
Radio Officer	M.J. Cairney
Cadet	A.J. Riley
Cadet	P.R. Abbott
Chief Engineer	R. Taylor
2nd Engineer	K. Malhotra
3rd Engineer	G. Law
4th Engineer	J.B. Campbell
4th Engineer	D. Morrison
Junior Engineer	J.D. Tallantyre
Electrician	J. West
Chief Steward	T. Evans
Assistant Steward	C. Smith

m.v. "CAPE WRATH"

Master	A. MacLeod
Chief Officer	J. Tattersall
2nd Officer	G. MacGregor
3rd Officer	M. Smith
Radio Officer	D. McLeod
Cadet	C.J.B. Pyper
Cadet	A.J. Kinghorn
Chief Engineer	A. Davidson
2nd Engineer	T.E. Carmichael
3rd Engineer	J. Henry
4th Engineer	B. Carcary
4th Engineer	D.E. Marshall
Junior Engineer	W. McEacharn
Electrician	W. Hornshaw
Chief Steward	J.P.D. Smith
Assistant Steward	J. McMahon
Chief Cook	L. Davies
2nd Cook	R. Diamond

m.v. "CAPE YORK"

Master	T.C.D. Hogg
Chief Officer	L.M. Hocking
2nd Officer	A. Weir
3rd Officer	M.D. Pickup
Radio Officer	D. Crawford
Trainee Rad. Off.	E. Miller
Cadet	J. Malcolm
Cadet	E. Henderson
Chief Engineer	J. Loughran
2nd Engineer	J.M. Ross
3rd Engineer	G. Sutton
4th Engineer	A.W. Dickenson
4th Engineer	W.H. Richmond
Junior Engineer	J.C. Orr
Electrician	R. McIntosh
Chief Steward	A. McGill

ON LEAVE

Master	T.P. Edge
Master	A.M. Fraser
Master	G. Downie
Master	W. Warden
Master	A. MacKinlay
Master	A.C. Hunter
Chief Officer	F.M. Dalby
Chief Officer	S. Readman
Chief Officer	M. Murray
Chief Officer	D. Gordon
Chief Officer	J.M. MacKay
2nd Officer	C. MacDonald
2nd Officer	A. Goodlad
Radio Officer	D. Humble
Radio Officer	C. Ritchie
Radio Officer	W. MacLeod
Radio Officer	R. Faulds
Radio Officer	L. Cameron
Radio Officer	J.M.M. Donald
Navigation Cadet	M. Wilson
Navigation Cadet	W. Barrie
Navigation Cadet	P.J. Broers
Navigation Cadet	G.A. Douglas
Navigation Cadet	D. Campbell
Navigation Cadet	R. Gardner
Chief Engineer	W. Minikin
Chief Engineer	A.P. Alexander
Chief Engineer	D. MacLeod
Chief Engineer	J. Allan
Chief Engineer	A.F. MacLean
Chief Engineer	A.G. Metcalf
Chief Engineer	T. McGhee
Chief Engineer	J. Black
2nd Engineer	C. MacRae
2nd Engineer	J.M. Sutherland
2nd Engineer	T. Campbell
2nd Engineer	J.T. Rodger
2nd Engineer	G. McEwan
3rd Engineer	J.L. Blackwood
3rd Engineer	I. Campbell
3rd Engineer	M. Ferguson
3rd Engineer	J.G. Stone
3rd Engineer	A. Miller

m.v. "TEMPLE MAIN"

3rd Officer	C.F. Green
2nd Engineer	T. Farrell
Chief Steward	J.E. Smith

ON LEAVE (con'd.)

4th Engineer	J.T. Wallace
4th Engineer	H. Lloyd
4th Engineer	D. Murdie
4th Engineer	D.J. Drummond
4th Engineer	G. MacLeod
4th Engineer	J. Collins
4th Engineer	D.S.W. Hall
4th Engineer	D. McCorracher
4th Engineer	J. Walkden
4th Engineer	A.R. Shah
4th Engineer	A. Dias
Junior Engineer	D. Conlin
Junior Engineer	A. Potter
Junior Engineer	F. Westwater
Junior Engineer	J. McGill
Junior Engineer	A. Campbell
Junior Engineer	R. Wilson
Engineering Cadet	W. Shirley
Electrician	A. Fanning
Electrician	J. Leiper
Bosun	J. McFarlane
Chief Steward	H. Scollay
Chief Steward	A. Randle
E.R.S.	M. Hussein

ON SICK LEAVE

2nd Engineer	R. Forsyth
Navigation Cadet	J. Paget

STUDYING

M. Roche	for Master
W.A. Anderson	for Master
P. Richardson	for Extra Master
A. Williamson	for Master
R.L. Hawke	for 2nd Officer
J. Mair	for Chief Officer
D. Veitch	for 2nd Officer
D. Betts	for 2nd Officer
J.W.R. Daniels	for 2nd Officer
R.S. Duncan	for 2nd Officer
G.R. Watterson	for 2nd Officer
S. Yeamans	for 2nd Officer
J.S. Johnstone	for 2nd Officer
C.J.W. Armstrong	for 2nd Officer
G.C. Gove	for 2nd Officer
G. Mains	for Chief Engineer
D. Anderson	for Chief Engineer

C O N T R A C T

We welcome to these pages the many new staff who have signed contracts with this Company during the past months. It is our hope that you will help us to keep in contact with you and despite the rapid expansion avoid the impersonal note creeping in. With greater numbers it is difficult to remember new faces but we are genuinely anxious that you feel and realise that you are an important member of the Firm. We are delighted to see you in the Office whenever it is convenient to call for a chat or, if you are a literary type, drop us a line when you have something to tell us.

For those recently joined may we repeat our previous request to look after the new amenities being installed in the ships now coming into service. It is realised that the extensive use of carpeting in cabins and public rooms is novel and has its disadvantages but we feel that it adds more to comfort aboard ship and, if properly looked after, should present few problems or extra expense. Likewise, we have proved that the coffee and tea dispensers now widely fitted are reliable and if not abused can make a useful contribution. The more successful these innovations prove to be, the greater confidence we can have in providing other amenities in the future. A considerable amount of extra money is being expended on accommodation in the latest ships; we rely on your good sense to prove it is well spent.

Our great enemy - and yours - is still waste of one sort or another. Despite steady reduction over past years much money is literally thrown overboard and it is money out of your pocket as well as ours. The Company's policy is to see that Seastaff share in the savings achieved at sea and the best way to ensure that British ships stay afloat and multiply in the future is to contribute to making them competitive. Labour-saving devices are less than half the answer; the rest lies with you to make the best use of them.

The two Parent Companies held their Annual General Meetings last month and both have expressed satisfaction with the progress of the new Company.

Currently, the freight market is not at its best and this is somewhat aggravated in our case by a shortage of ships for available employment. We are in the peculiar position of having to build up commitments for the massive flow of new tonnage entering service within the next two years without overburdening the present supply of vessels. When you consider the growing millions of tons of cargo required to keep the fleet occupied, added to which you may land a contract from A to B without visible means of getting the ships to A, it is not difficult to see why the Chartering Department was relieved at the success of Mr. John Walkinshaw's visit to Australia. Here he found the name of Scottish Ship Management already well-known, liked and respected, credit for which a share is due to S.S.M. Staff afloat.

We will be mounting an increasingly greater chartering effort during the coming year for the world ship supply appears to be adequate to cope with Vietnam and the Suez Canal closure and should these two problems be solved it would result in a surplus capacity and we do not wish our ships to be in this category.

It must be a rare occasion when three of the Group's ships meet, even if one is still on dry land. Prior to the launch of the "Temple Arch" this actually happened at Horten with "Cape York" awaiting delivery and "Cape Sable" calling in for her 'running-in' servicing. A picture was taken to record the event and it appears on Page 6.

The question of issuing overalls to certain categories of Contract Staff is under study and we will be advising you of the result very shortly.