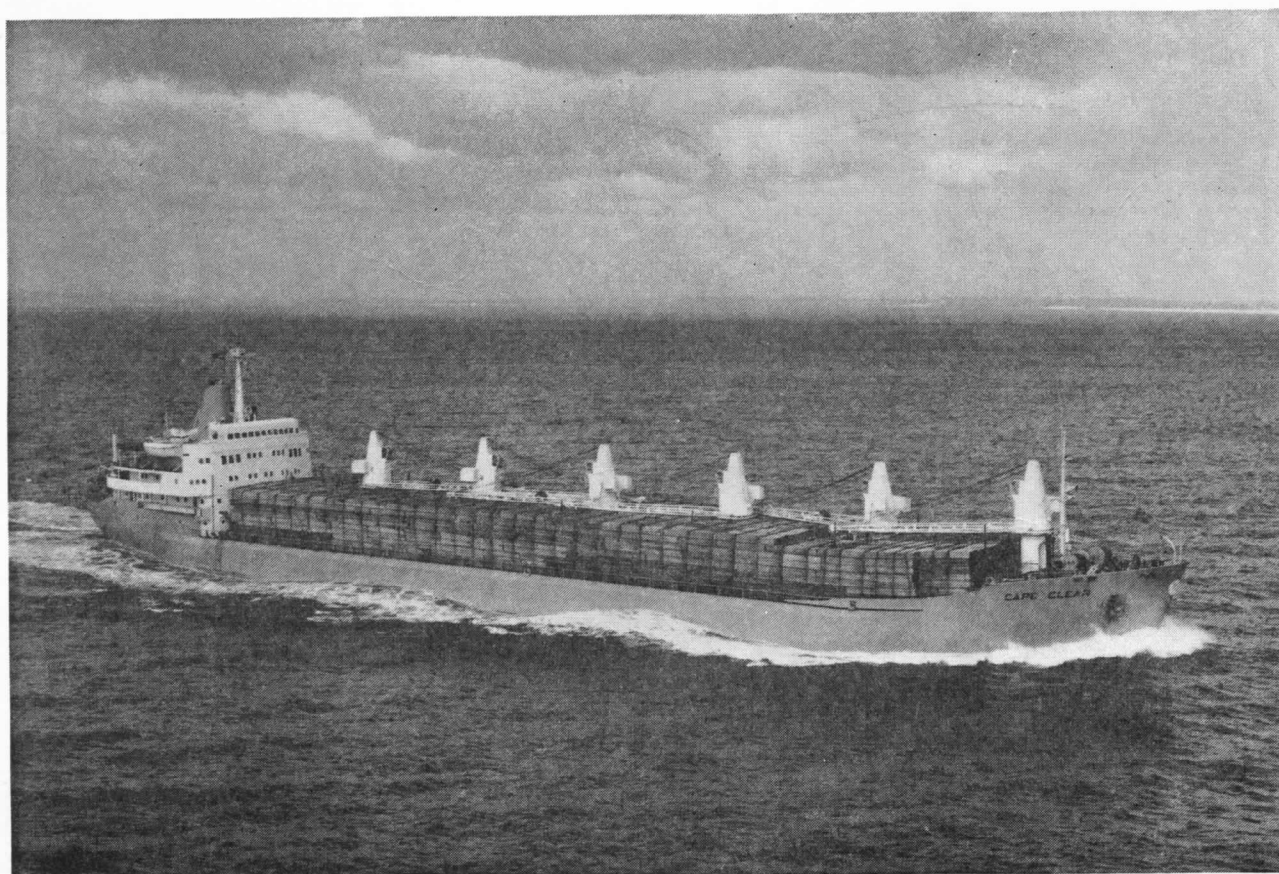


TRIAD

JOURNAL OF
Scottish Ship Management Limited



m.v. "Cape Clear"

This edition is, unfortunately, too early to include details of the handing over of "Temple Arch" on 30th October at Horten. This ship is the first General Purpose-manned vessel with medium-speed engines under the British flag and possibly in the world. Further news of her will be given in our next issue. Her first voyage takes her to U.S.N.H., thence Japan.

Readers may be surprised to learn of the sale of "Baron Inverforth", which has now left the fleet. Although a modern and not unsuccessful ship, she did not fit in readily with the remainder of the fleet and her Owners therefore decided to dispose of her and simultaneously placed an order for two further 22,000 ton bulkcarriers with the Horten Yard in Norway for delivery in September and December, 1971. These ships will be fitted with the same type of engine as the two ships building at the Kaldnes Yard and otherwise will be improved versions of earlier vessels of this class. These orders will bring the combined fleet total to twenty-six ships, or double the number operating today. A photograph of "Baron Inverforth" appears on page seven.

Lyle Shipping Company Limited have announced that the three newbuildings at Haugesund will be named "Cape Horn" (No. 38), "Cape Hawke" (No. 40), and "Cape Grafton" (No. 41), all names which are well-known in the Company.

"Cape Howe" again played host in Glasgow, during September this time, to a party of Shipping Federation officers and their wives who visited the ship and were entertained by members of the Marine Department and the ship's officers. It was a great success and much appreciated by all the guests.

We are very pleased to announce that a General Purpose Manning Agreement has been negotiated and agreed with the National Union of Seamen. The necessary recruitment for "Temple Arch" has been completed and the staff concerned are now under training before joining their ship at the end of the month. Details of conditions which now place the ratings on a staff salary basis are being promulgated where necessary. Negotiations have been prolonged and complicated (by reason of the complex nature of the subject). The question of Contract Officers staff conditions is now under study and we hope to release details in the not too distant future.

The Office will be the poorer by the retiral of two stalwarts, Captain P.A. Wallace and Mr. F.J. MacKerron, Chief Superintendent. Both have earned the respect and affection of us all. Fuller announcements on their retiral appear elsewhere in this edition.

Seastaff Three has come and gone but again it proved how worthwhile these 'communication sessions' can be. One thing we can say with feeling is that we don't appear to breed 'yes-men' in this Company; the exchanges are brisk but also good tempered. Indeed, at the end of the week the atmosphere can be almost exhilarating. During this period the participants became tame enough to allow just sufficient time to be photographed with a Polaroid camera of the type now being issued to the ships on the suggestion of Seastaff Two. The result is shown in this issue.

TRIAD No. 6 takes us a long way from TRIAD No. 1 and the number of compliments from readers prompts us to pass a bouquet to the Editor, Mr. A.A. McAlister, who has made this very much his own baby, although few babies can give rise to so much work. We here well know how much work and enthusiasm he brings to produce the result now before you. Also, a hefty pat on the back to Ian McLeish, who ages before our eyes as he toils to produce the millionth - or is it the two millionth - sheet, or so it seems to him. A small team to produce such a big result.

OFFICE NEWS

Mr. R.M. Gibson, of Lyle, Gibson & Co. Ltd., Insurance Brokers, joined the Board of Lyle Shipping Co. Ltd. on 1st. October, 1969.

Staff Changes

Miss Margaret Bramham, Typist, left on 18th September, 1969.

The following have joined the Staff and are shown in order of joining:

Miss Joyce Tweddle, Shorthand Typist, on 14th July.

Miss Anne Bissell, Shorthand Typist, on 22nd July.

Miss Sandra Wylie, Receptionist/Telephonist, on 28th July.

Francis Barr, Office Junior, on 18th August.

Mr. Kendrick MacPherson, Assistant Accountant, on 1st September.

Mr. John Pryde, Technical Assistant, Technical Department, on 6th October.

Miss Margaret Docherty, Typist, on 13th October.

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PERSONNEL NEWS

Our congratulations to :

Captain G. Towers on his promotion to command of m.v. "Baron Dunmore".

Mr. G. Anderson, Chief Officer, on his marriage on 25th September.

Mr. D. Morrison, 4th Engineer, on his marriage on 23rd September.

Mr. J. Brown, Assistant Steward, on his recent marriage.

We are pleased to be able to record that, after six years, Mr. N. Battersby, 2nd Officer, has been able to have home leave in New Zealand.

Casualty List.

We wish a speedy recovery to Mr. N. Nicolson, Chief Engineer; Mr. K. Malhotra, 2nd Engineer; Mr. J. Clancy, Chief Steward; and Mr. P.D. Sharman, Bosun; after their recent operations.

Mr. G. Law, 3rd Engineer, recently had an unfortunate experience when hot oil from a valve in "Cape Sable's" engine-room sprayed across the lower part of his face, his chest and arms, giving him severe burns. He was landed into hospital at Las Palmas and subsequently returned to the U.K. on "Pendennis Castle". We are pleased to say that he has made a quick recovery and is now enjoying a spell of leave.

It may be recalled that Cadet J. Paget suffered a severe accident to his right hand whilst serving on "Cape Wrath" in February of this year. At the time of the accident he was working on one of the ship's cranes. His friends throughout the Company may like to know that, on the whole, his hand has responded well to treatment. He has lost one finger and two others are virtually dead but he has the full use of his thumb, forefinger and palm. In spite of this, he is very keen to return to service and is determined to prove that this incapacity will not interfere with an active career as a Merchant Navy Officer. The Company will back him in this endeavour and it is hoped that quite soon the medical authorities will clear him and so enable him to return to sea.

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In August The Merchant Navy Training Board announced that the following awards are available to Cadets who are enrolled in a correspondence course leading to the Merchant Navy Training Board Examinations.

Honourable Company of Master Mariners: awards each year a sextant (or alternative if necessary) to the Cadet who achieves the highest marks and most presentable paper in Part 2 M.N.T.B. Navigation Examination.

The Merchant Navy and Airline Officers' Association: presents eight awards each year to the Cadets whose efforts and application to studies leading to the M.N.T.B. Examinations have shown most progress after two years Company Service.

Merchant Navy Training Board: awards Certificates of Merit to all Cadets who achieve an overall mark of 80% or over in Part I or Part 2 M.N.T.B. Examinations.

In the Summer edition of TRIAD we mentioned the impending retiral of Captain P.A. Wallace at the end of this year and now, in the last number of the journal for 1969, is the time to place on record some facts concerning his long service with The Lyle Shipping Company Limited and, latterly, with Scottish Ship Management Limited.

With his retiral the continuous link between The Lyle Shipping Co. Ltd. and the Wallace family is being severed for the first time in sixty-five years. This link, first started by his grandfather in 1904, was taken over by his father until the time of his death, in service, in 1929. The present Captain Wallace commenced his association with the Company on December 3rd, 1919 at the early age of fifteen when he joined the "Cape Breton" as an apprentice. His Indentures, still in his possession, show his wages to be:

| | |
|---------------------|-----|
| 1st year | £5 |
| 2nd year | £8 |
| 3rd year | £14 |
| 4th year | £18 |
| Bonus on completion | £10 |

Some further interesting figures are those detailing the outfit he was recommended to carry:

| | |
|------------------------------|----------------|
| 1 Pilot Jacket | £0 - 8 - 11d. |
| 1 Pr. Serge Trousers | 3 - 9d. |
| 1 Pr. Dungarees | 2 - 6d. |
| 1 Jacket | 2 - 6d. |
| 2 Flannelette Shirts | 3 - 0d. |
| 1 Harvard Shirt | 1 - 6d. |
| 1 Flannel Singlet | 2 - 6d. |
| 2 Prs. Woollen Socks | 1 - 6d. |
| 1 Pr. Mittens | 1 - 0d. |
| 1 Woollen Comforter | 1 - 11d. |
| 1 Woollen Jersey | 3 - 6d. |
| 1 Cap | 1 - 0d. |
| 1 Suit Oilskins & Sou'wester | 7 - 11d. |
| 1 Pr. Seaboats | 10 - 6d. |
| 1 Pr. Blucher Boots | 5 - 6d. |
| 2 Prs. Socks | 1 - 1d. |
| 1 Clothes Bag | 2 - 9d. |
| 1 Pr. Flannel Drawers | 2 - 6d. |
| 1 Bed and Pillow | 1 - 9d. |
| 1 Pr. Blankets | 3 - 11d. |
| 1 Jack Knife | 1 - 0d. |
| 1 Set Eating Utensils | 3 - 0d. |
| 2 Towels | 1 - 1d. |
| 1 Brush and Comb | 1 - 1d. |
| 1 Box Sunlight Soap | 0 - 7½d. |
| | <hr/> |
| | £3 - 16 - 3½d. |

Obtaining his 2nd Mate's Certificate in 1924, Captain Wallace accepted an appointment as 3rd Officer with Glen & Co. of Glasgow as Lyle at this time had only one ship - the "Cape Ortegal" - then out east on 4-year time charter to The Scindia Steamship Co. He remained with Glen until obtaining his Master's Certificate in 1928 and then rejoined Lyle as 2nd Mate on their "Cape Verde". Promotion came slowly in the Depression days of the '30's with countless ship's officers unemployed. However, in 1932 he became Chief Officer of the "Cape Ortegal" and later served in various ships in that capacity before being promoted Master of the m.v. "Cape of Good Hope" early in 1939. In this capacity he served on many ships until 1957 when, for health reasons, he came ashore as Relieving Master and to assist in the Marine Accounts Department. During the War he had the misfortune to lose the "Cape Rodney" by torpedo but, fortunately without loss of life.

Since coming ashore he has suffered two serious illnesses but has recently been restored to good health. Whilst at sea he was an efficient and popular Master and during his service ashore he has retained the many friendships formed at sea. All his friends, afloat and ashore, join in wishing him a long and happy retirement.



Captain P.A. Wallace

Frederick J. MacKerron.

Mr. F. J. MacKerron, Chief Superintendent of the Technical Department, retired on the 6th October, 1969. It will be recalled that not so very long ago Mr. MacKerron suffered a severe heart attack, from which he made an excellent recovery, but it was felt that with the ever-increasing pressure of work, particularly bearing in mind the extensive newbuilding programme, his health might be adversely effected.

Mr. MacKerron joined The Lyle Shipping Company Limited in 1954 as Assistant Engineer Superintendent to Mr. Morton and Mr. Duguid and, on Mr. Morton's retiral in 1963, he became Assistant to Mr. Duguid. That same year Mr. Duguid retired and Mr. MacKerron became Senior Engineer Superintendent, a position he held until the formation of Scottish Ship Management Limited in 1968 when he became Chief Superintendent, Technical Department.

Before joining Lyle, Mr. MacKerron had, after war service, been with Barclay, Curle as Senior Repair Manager at their Whitefield Road Works and following that he was with The Booth Line in the capacity of Manager of their Repair Department in the Amazon area, spending one year at Para and two years at Manaus.

We were all indeed sorry to see him go but wish him and Mrs. MacKerron health and happiness in future years.

Mr. MacKerron has been succeeded by Mr. K. Ross, who has become Chief Superintendent, Technical Department, and Mr. A.G. McKenzie is Senior Assistant, Technical Department.

FLEET NEWS

"BARON CAWDOR" is presently discharging Christmas Island phosphate at Wallaroo, after landing a parcel at Adelaide, and is then due at Port Pirie on 29th October to load concentrates for the Bristol Channel, calling at Walvis Bay during the homeward run to load a parcel.

"CAPE CLEAR" After loading a part-cargo of concentrates at Esperance, this ship completes loading at Port Pirie, from where she should sail on the 26th October for Portland, Oregon and Seattle or Tacoma and New Westminster. After completing the concentrates cargo she will go on Time Charter to Seaboard Shipping Company and load lumber in British Columbia for U.S.N.H. or U.K.

"BARON DUNMORE" sailed from Tamara (near Conakry, Guinea) on the 12th October with a cargo of bauxite destined for Port Alfred, Quebec. It will be recalled that she is on Time Charter to Saguway Shipping Ltd. and the present indication is that she will, on completion at Port Alfred, sail for Mackenzie, Guayana, to load bauxite for Chaguaramas, thereafter returning to Mackenzie to load a further bauxite cargo there, and at Chaguaramas, for Baltimore and Port Alfred.

"BARON FORBES" sailed from New Plymouth on 22nd October after discharging a sulphur cargo loaded at Port Sulphur, Louisiana. She is due in Queensland, port not yet indicated, on 26th October to load bulk sugar for St. John, N.B. Meantime, she is not fixed beyond St. John.

"CAPE FRANKLIN" sailed from Vitoria, Brazil on the 19th October with a cargo of iron ore and is due in Middlesbrough to discharge on or about the 7th November. She has not yet been fixed beyond Middlesbrough.

"CAPE HOWE" After drydocking at Antwerp, this ship sailed from that port on the 13th October for Porto Salazar, where she is due on the 3rd November, to load iron ore for the Tyne. No fixture beyond the Tyne has yet been arranged for her.

On the 20th October she put in to Las Palmas to land S.O.S. Patterson who had fractured an arm. Radio Medical, Lisbon, was contacted and they advised putting in to the nearest port if the man's condition worsened, hence her call at Las Palmas.

"BARON INVERFORTH" As reported on Page One, this ship has been sold and after delivering a cargo of coal loaded at Gladstone, Queensland, at Tobata she drydocked at Yokohama prior to being handed over to her new owners, Paramount Carriers Corporation, Monrovia. We understand she has been renamed "Margio".

"CAPE NELSON" arrived at Seven Islands, Quebec, on the 22nd October to load a cargo of iron ore for Newport, Mon. and meantime is unfixed beyond that discharging port.

"CAPE RODNEY" After discharging a cargo of Takoradi bauxite at Newport, Mon. this vessel left the latter port on the 21st October for Halifax, N.S., where she should arrive about the 31st October, to load gypsum for Savannah, Georgia. She is still on Time Charter to A/S Hav and A/S Havtank. Her employment beyond Savannah has still to be ascertained.

"CAPE RONA" left Mourilyan on the 10th October with bulk sugar for St. John, N.B. and is due at that port on the 13th November. On completion there she will proceed to U.S.N.H., being due at the loading port about the 23rd November, to load grain for Glasgow, London or Rotterdam, with an indication meantime of it being Glasgow.

"CAPE SABLE" sailed from Norfolk, Va. on the 12th October and left Balboa on 20th October en route to Japan with a cargo of coal, being due about the 13th November, although we await confirmation of discharging port. On completion in Japan she will load phosphate at Nauru for Eastern Australia, after which she sails for Port Pirie to load concentrates for the Bristol Channel, probably loading a completion parcel during the homeward run.

"CAPE ST. VINCENT" arrived at San Vincente with coal loaded at Newport News and should sail from there on the 24th October for Peruvian ports where she will likely load fish-meal for Europe. Like the "Cape Rodney", she is still on Time Charter to A/S Hav and A/S Havtank.

"CAPE WRATH" is presently ballasting to Philadelphia from Antwerp and is due on or about the 25th October. There she will load scrap for Japan and is presently expected to sail on the 6th November. The Japanese discharging port has not yet been made known and, meantime, she is unfixed beyond Japan.

"CAPE YORK" should complete discharge of her concentrates cargo at Avonmouth on the 26th/27th October after which she will ballast across to Hampton Roads and/or Baltimore to load coal for Japan. She should arrive at the loading port on the 5th November. A fixture beyond Japan has not yet been arranged.

"TEMPLE ARCH" sails from Horten on her maiden voyage on the 4th November. She will proceed to U.S.N.H., where we make her due on or about the 14th November, to load scrap for Japan and news of her discharging port in that country is awaited. She is not yet fixed beyond Japan.

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COVER PHOTOGRAPH.

The cover photograph this time shows "Cape Clear" passing through the Straits of Dover with a lumber cargo. An aerial photograph taken by Skyfotos Limited. A photograph of an earlier "Cape Clear" appears on Page 21.

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SHIP SALE

The following report appeared in Lloyds List and Shipping Gazette dated 2nd September, 1969:

"Convoy Pioneer" (ex "Kuo Yang", ex "Zita", ex "Baron Glenconner") steamship, 10,959 tons deadweight, 7541 G.R.T., built Dundee 1955. Sold by Hai Seng Steam Ship Company, Keelung, to Liberian interests and renamed "Amworld".

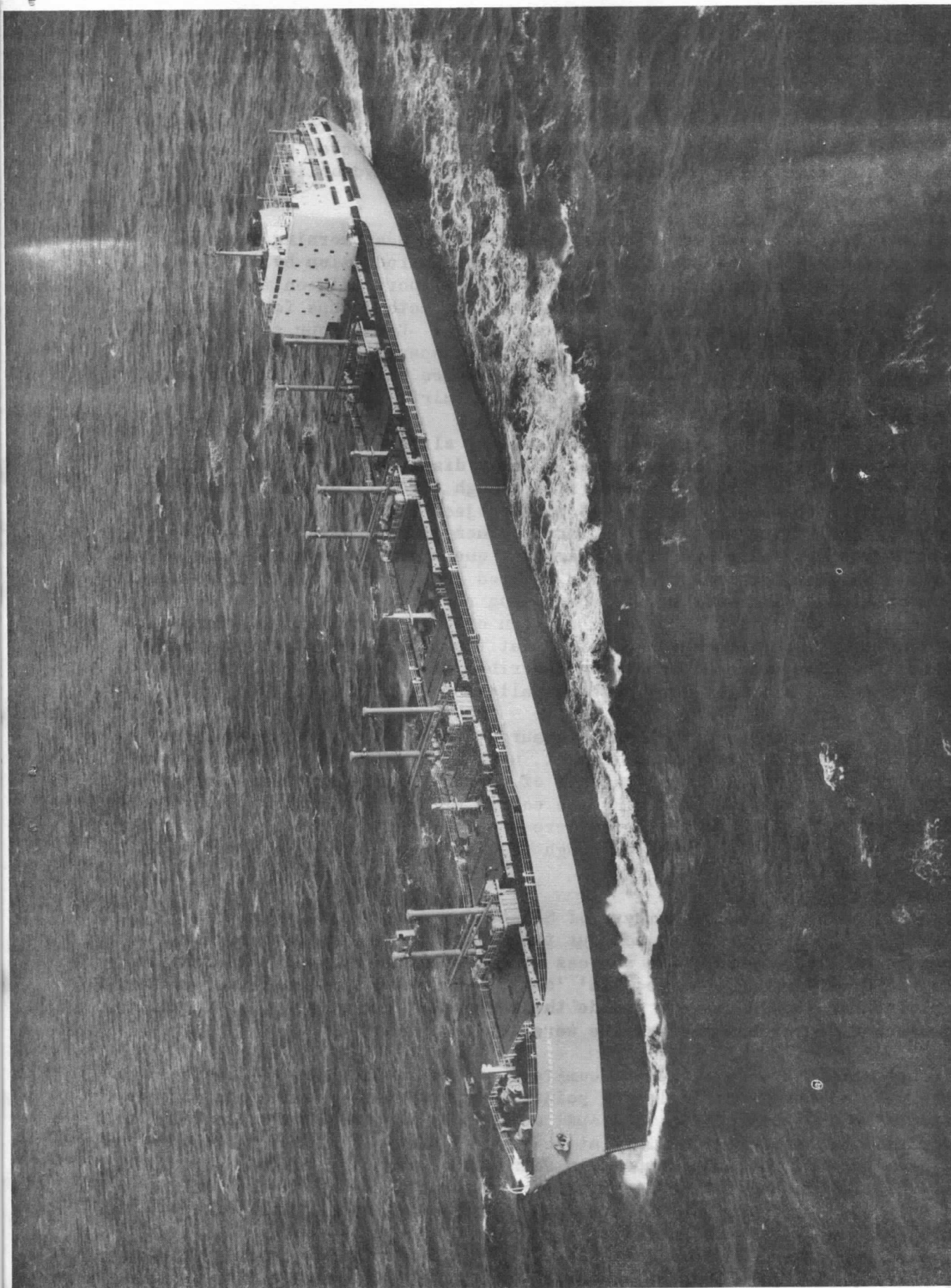
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The following news item appeared in the Helensburgh and Gareloch Times on 24th September, 1969 under the headline "HAVOC IN GARELOCH : CHILDREN RESCUED" and serves to underline the valuable service rendered by the Inshore Rescue Boats of the R.N.L.I. which were described in the Spring number of TRIAD.

"A gale-force wind on Sunday (17th September, 1969 - Ed.) created havoc in the Gareloch, dragging yachts, catamarans and motor cruisers from their moorings. It pounded a large motor cruiser off Cove and a woman and three children aboard had to be rescued by the local Inshore Rescue Craft, at great risk to members of the crew. Sea cadets who had wisely sheltered their boat at Blairmore were later escorted home by the Navy.

Robin Hyslop, John Fulton and Andrew Nicolson (the latter two need no introduction to many TRIAD readers) went out at 6 p.m. in the teeth of the gale-force wind after a call from Coastguards to the cruiser owned by a Mr. McCrae, Falkirk. They took off his wife and the children to the shore at Kilcreggan then moored the cruiser and put down an anchor. 'Worst seas I've ever seen' said Mr. Hyslop".

SEASTATE THREE



Turners (Photography) Ltd.,
Newcastle upon Tyne.

m.v. "Baron Inverforth"

Finally, our thanks are due to the Directors and all the Office Staff who
looked after the business of the company, to Andrew Nicholson as Co-ordinator
and also to Mrs. Gail, whose letter provided a welcome break in my so arduous
work.

During the third week of August a visitor to the Office, on passing the Board Room, might well have been surprised by the volume, and occasionally heated, tones of the conversation coming from behind its discreetly closed door. Had our visitor, taking his courage in both hands, actually pushed open the door and looked inside he would not have found the Directors thrashing out some vital point of company policy as he might have expected but the members of Seastaff Three discussing practically everything from hydraulic grabs to paper cups.

The Course, which lasted for five days, began on Monday morning when the participants gathered in the Board Room for a brief introduction by the Co-Ordinator, Mr. A. Nicholson. This was followed by a short talk on the Company and its place in Shipping today after which we split into groups for a walk around the Office to find out who did what and where. During our tour Captain Taylor illustrated some of the problems facing his department by unrolling a monthly computer statement of contract personnel wages which stretched from one end of the room to the other - a distance of over thirty feet!

As our first day in the Office progressed, any slight reticence which might have been present during the early stages quickly disappeared so that by the time the second day began the problem was to find enough time for everyone to express his own particular opinion. Coverage of each subject began with a short talk by that person in the Office whose particular province it was, after which the group discussed the subject fully and put forward any questions which might have arisen. In this way a large range of subjects was covered and a pretty broad cross-section of opinion obtained, with some pretty surprising results. Mr. L. Gilhooley, of the lean and hungry look, whilst expressing concern over the fact that the Company's cadets did not eat enough, seemed to think that the food on board was too rich although Mr. P. Coles, who can hardly be described as sylph-like, felt that we might benefit from a slightly more generous allowance!

Lunch was taken each day at Sloans Restaurant where the catering was most ably handled by Messrs. MacEwen and Tennant, with the result that the afternoon's discussions frequently brought out talents of oratory previously unsuspected, as I think Mr. N. Smith discovered during the course of his talk on Work Study. On the Thursday participants in the Course were entertained to lunch by the Directors when all enjoyed an excellent meal although reactions were somewhat mixed to Mr. Walkinshaw's generous offer of snuff!

Thursday evening found the members of Seastaff Three entertaining some of the Office Staff at the Ivanhoe Hotel and our thanks are due to those who came along and helped to make the evening the success it was, this in spite of the fact that one guest, on departing in the wee, sma' 'oors, discovered that some over-zealous hotel employee had locked his car inside the car-park. Regrettably, his comments on being aroused to release the machine were not recorded.

It is not intended to give here a complete report on the matters discussed during the week although the following points may be of use to those who attend future Seastaffs and should help to dispel any doubts as to the possible value of these courses. All who attended left at the end of the week with a greatly enhanced knowledge of what the Company is doing at present and intends to do in the future to stay in the forefront of world bulk trading and with the feeling that not only had they gained a lot from the Course but had been able to contribute personally towards a better and closer relationship between those at sea and those ashore which, leading as it must to a better understanding of each others problems, will go a long way towards making the fleet more efficient than ever.

Finally, our thanks are due to the Directors and all the Office Staff who took time off in making the Course a success, to Andrew Nicholson as Co-Ordinator and also to Mrs. Coyle, whose coffee provided a welcome break in many an animated discussion.

C.S. MacD.

As the Seastaff Three meetings left little opportunity for the lady members of the Staff to meet those participating they were invited to the Ivanhoe Hotel, Glasgow (as mentioned on the previous page). Six were able to accept the invitation and a thoroughly enjoyable evening was had by all.

They take this opportunity of expressing their thanks to Seastaff Three for their thoughtfulness and hospitality.



Those participating in Seastaff Three

Left to Right: Captain G. Downie, Radio Officer D. Gudgeon, Chief Officer F.M. Dalby, Catering Officer P. Coles, Radio Officer W. MacLeod, Co-Ordinator A.M. Nicholson, Second Officer C.S. McDonald, Captain A.M. Fraser, Second Engineer J.T. Rodger, Third Officer L. Gilhooley.

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During Seastaff Three the very understandable wish was expressed that faces could be put to names that appear in the pages of TRIAD and the account of the Football Cup Matches was specifically mentioned. So, here is the Team and we hope to include in future numbers of TRIAD pictures of others who, at the moment, may only be a name or a reference to some of you at sea. Of course, this cuts both ways and the Editor expects that members of the seagoing Staff will not be too coy about sending in 'self portraits' for publication.



Left to Right, Back Row : W. McMillan, A. Glen, R. Irving, J. Kirkpatrick, I. McLeish, W. Picken, I. MacDonald, R. Bryson, R. Doak.

Left to Right, Front Row : B. Allan, T. Johnston, J. Daly.

It was with interest that I read the account of the Missing Pussy Cat in the Spring edition of TRIAD, it seems its absence being due in part at least to the fact that the sailing notice board had not been placed at the gangway. The writer of the story suggested that any further animal tales would be most welcome, hence the reason for the following story which could well be given the 'bird' by our Editor. (It hasn't! Ed.)

Whilst serving as 3rd Officer on the s.s. "Cape Howe" during one of her long spells of charter to the Booth Line of Liverpool on the Brazil-New York run I was presented with a monkey at one of the small river ports well up the Amazon during the early part of the charter. The monkey was very young, just a few months old, when I received it, was about eight inches in height and most attractive and even at that early age it displayed all the traits of its kind, being dead cunning when it came to the 'noble' art of thieving and at the same time proved itself to be most intelligent. I spent months training it and in the end it was answering to the name of Jacko and really was house-broken. He was my constant companion and if I did leave him in his box in my room he took a very poor view of this and would rattle the box to show his disgust and at the same time all he had in the box would be tossed out, after which he would go into the sulks for a period. He was an excellent look-out on the bridge when I was on watch for if I was having a sly smoke and the Old Man as much as put his foot on the bridge ladder Jacko would start jumping up and down on the bridge rail and chatter to beat the band. 'No Smoking' on the bridge in those days - at least not in front of the Old Man!

Jacko was a great favourite with all on board, so much so that the 2nd Mate had pulled down a scarf and knitted him a really lovely polo-necked sweater, complete with zip at the back - in this position to prevent Jacko from getting at the zip - in an effort to keep him warm during the cold weather in New York. It was amusing to watch him looking at himself in the mirror when dressed up. One evening while I was ashore the 2nd Mate had introduced Jacko to the evils of drink by giving him a taste of whisky. Jacko appeared to take kindly to the stuff and word soon spread to this effect by means of the 'galley wireless'. The result of all this was that my fellow officers and others took great delight in returning on board from a night ashore with a 'wee hauf' for Jacko, the idea behind such generosity being to see Jacko lap the stuff up, do a few cartwheels and handsprings and generally to show off how clever he was until such time as the refreshment took effect when Jacko would sit down with his hands on his head, rock from side to side and then keel over, out for the count, and on the following morning it could well be seen that he really was suffering from a good hang-over. However, after soft-soaping the Chief Steward for an hour or so I could usually manage to obtain a teaspoonful of the 'stuff' which always had the effect of bringing Jack back to life, ready to tear the jungle apart or, failing the jungle, a tin of fags if they were within reach. Another favourite trick he enjoyed was to strike a match and light the paraffin dynamo we each had in our cabin (electric current went off at 1800 hours in those days if cargo was not being worked). I'm not sure if he enjoyed the lovely aroma from the paraffin lamp or whether he had fun catching the mossies attracted by the lamp, maybe both.

Tragedy hit the ship one night shortly before we were due to sail from Para - Jacko could not be found anywhere. No search has ever been conducted with such thorough dedication, even the Old Man joined in for he had become quite fond of Jacko, due perhaps to the fact that he would sit on the Old Man's shoulder and then go hunting for anything that might be lurking in the Old Man's hair! The sailing notice board was in position at the top of the gangway (she was a well-run ship, the "Cape Howe"!). The search proved fruitless, the general verdict being that Jacko had had enough of shipboard life and ways and had returned to the trees, for no doubt he knew about the birds and the bees. Personally, I did not entirely agree with this theory for no indication of the monkey's gender was known, even if I have referred to the beast as 'he' in this story.

We had completed discharge of inward general cargo from New York and were bound up the Amazon to load a small parcel of timber, a journey of about 24 hours. We sailed the following morning and still there was no sign of Jacko. I was really quite sad about it as I had become very attached to him and I do

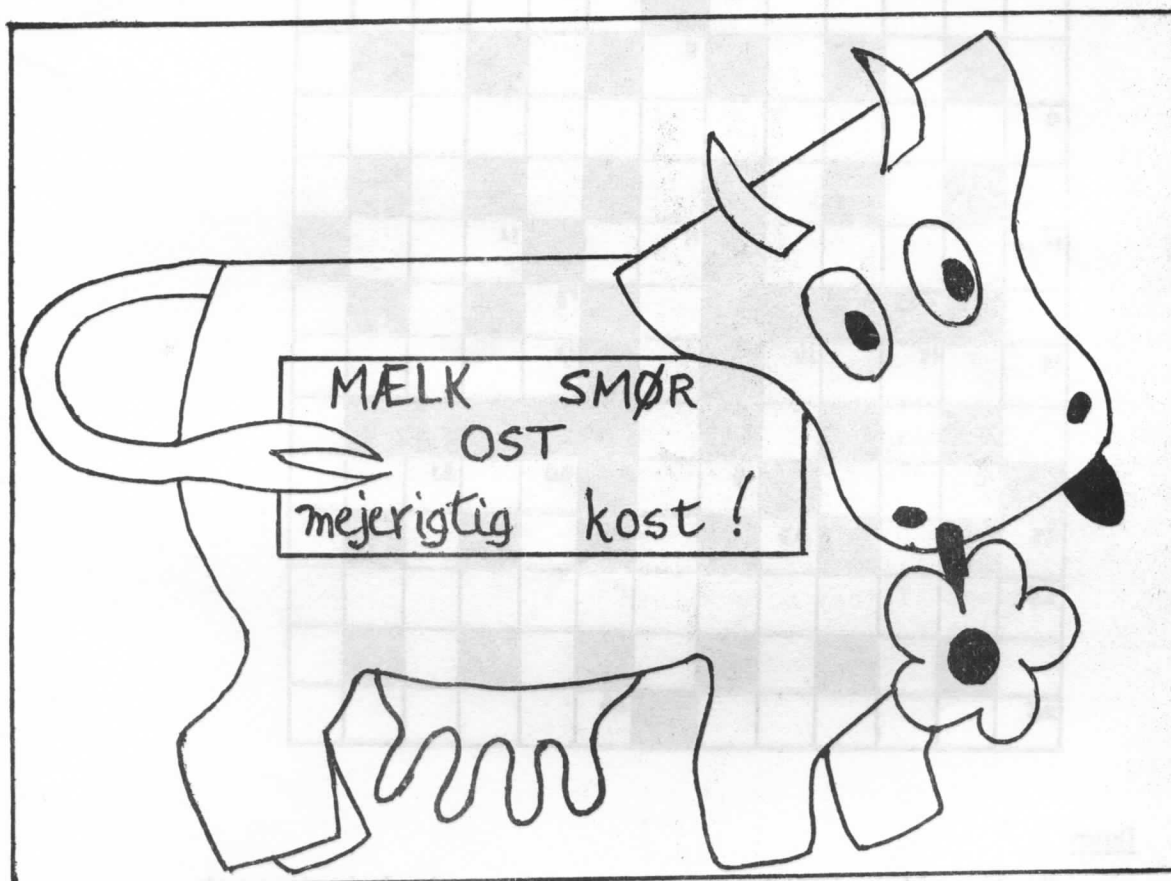
believe the feeling was mutual. On arrival at our loading port, which was really just a small jetty at the edge of the jungle where the timber mill stood, I stepped ashore to read the draft immediately after the gangway had been lowered. On going aft I noticed several of the 'shore types' gathered at the stern and all seemed rather amused and were pointing at the propeller. My immediate thought was that we had a damaged propeller blade and I therefore quickened my step. In any case there was need to hurry for the Mate had informed me, in his usual polite manner, not to be all b..... morning reading the draft as he desired my services at number one hold!

My surprise can be appreciated when, on the propeller coming into view, seeing Jacko sitting on one of the blades looking very wet and weary. When I called his name he began to chatter for all he was worth and started to jump up and down. For good measure, and knowing that he had spectators, he even put one leg over his shoulder and carried on jumping.

How he reached that propeller remains a mystery but, once on it, he must have had the sense to keep jumping from one blade to the next as we made our way up river at a steady nine knots. Truly, a most remarkable monkey!

A.B.S.

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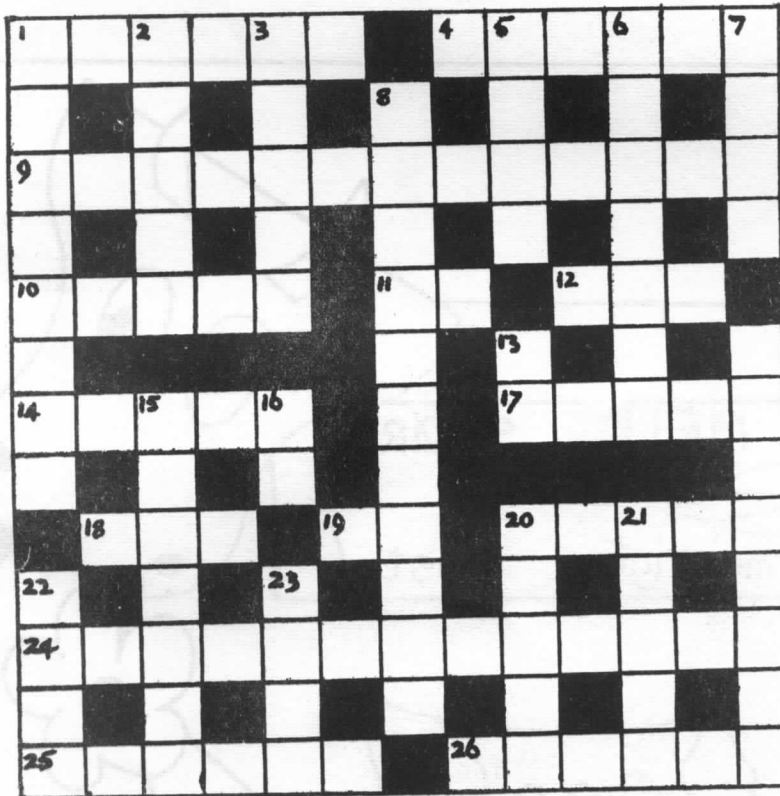


The above lady is the emblem of the Danish Dairy Producers Co-operative and, upon seeing it for the first time during a recent holiday in Denmark, the five-year old son of the family asked :

"Hey, Dad, what's that hand doing there?"

Across

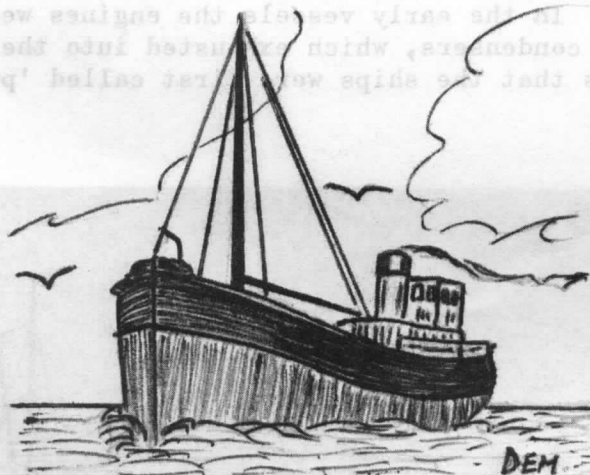
1. It is clever to get it from the statue. (6)
4. Puts firmly in its place. (6)
9. Some ingredients in the female make-up. (5, 3, 5)
10. South American equipment for catching animals. (5)
- 11, 13, 16. Completely. (2, 4)
12. To get into this water means trouble. (3)
14. Sudden movement to change direction. (5)
17. Certainly not concealed. (5)
18. A horse's relation - silly, isn't it? (3)
19. Denoting the roundabout way compared to the direct path. (2)
20. Cause for pause - grammatically speaking. (5)
24. Change in nature. (13)
25. Reciprocal. (6)
26. This meeting was definitely fixed. (6)



Down

1. So the abbreviated sailor with his musical instrument is complete. (8)
2. Roman dress derived from goats. (5)
3. This body has good roots. (5)
5. Gone without trace. (4)
6. Offensive. (7)
7. Observes up or down. (4)
8. Child's card game and the fire-breathing monster, but name it properly. (11)
13. See 11 across.
15. Immediate. (7)
16. See 11 across.
20. You might get into deep water using this. (5)
21. Rather wet. (5)
22. Opposite of stern. (4)
23. Continent. (4)

The following article on Clyde Puffers was written by Mr. Donald E. Meek and first appeared in The Scots Magazine. We are indebted to Mr. Meek and to the Editor of that magazine for their permission to reprint the article here.



PUFFERS.

There can scarcely be a person in Scotland today who has not heard of Para Handy, the skipper of a little coasting vessel, "Vital Spark", immortalised in the writings of the late Neil Munro.

The "Vital Spark" was representative of the older generation of the large family of coasters, known as 'puffers', which for over a century have plied Scotland's western seaboard, taking essential cargoes to the mainland estates and the remote Western Isles. Some twenty or so years ago, it was not unusual to see a red- and black-hulled puffer high and dry in an almost inaccessible creek, discharging a cargo of coal or timber to the many horse-drawn carts which stood around her.



"Inca", well laden with a cargo of coal,
passing Dumbarton Rock.

But times are changing and the number of puffers serving the West Coast has declined steadily in recent years. Indeed, the steam puffers have been replaced almost completely by larger and more dependable diesel-engined vessels which follow the old courses. In this article I should like to mention some puffers of the past and present in the hope that I shall bring back pleasant memories and arouse new interests.

The typical puffer could hardly be described as a 'thing of beauty', although Para Handy might disagree! About sixty-five feet in length and seven-teen feet in beam, with a depth of eight feet (such dimensions allowing her to make use of the Forth and Clyde and Crinan Canals), she was stumpy, almost flush-decked, bluff-bowed and high shouldered, reminding one of a lighter or barge from which she evolved around the middle of the nineteenth century.

Her hundred tons of cargo were handled by a single derrick, mounted on a mast well forward in the bows. The engine was placed aft and covered by a box-like superstructure. In the early vessels the engines were high-pressure steam contraptions, without condensers, which exhausted into the atmosphere, and it was on account of this that the ships were first called 'puffers'.



"Anzac" unloading coal at Caolas, Tiree.

(Photograph by courtesy of Mrs. D. MacLennan).

On top of the 'engine-room' was a dirty little funnel and immediately behind this stood the bridge, little more than a platform with canvas dodgers, later replaced by a wheel-house, although the first generation of puffers had merely tillers mounted aft of the engine-room superstructure. The ship's lifeboat (often very well tarred!) was placed on the hatches of the hold or sometimes towed astern, depending on the weather and the duration of the voyage. A product of the Forth and Clyde Canal, Larne and the lower Clyde yards (such as that of Scott and Sons, Bowling), the puffer was a robust ship, built to withstand the battering she might get on a lonely shore, and one need hardly wonder that her average speed was a mere six to seven knots, even with a large sail set to help her along!

The accommodation on the early puffers was not of a high order. The skipper was generally accommodated aft ('though Para Handy slept forward with the crew), while the engineer, mate and deck-hand had their quarters in the fore-castle. Cooking facilities must have been primitive and at their best were probably no more than a paraffin or coal stove. Despite all this, the puffer was a happy ship and I have heard many an old salt recall with pleasure the days he spent "in the coasting tred."

One of the first steam puffers which I ever saw was Ross & Marshall's famous "Warlight", a trusted servant of the Western Isles. On an evening in the month of June, some twelve years ago, she lay on the beach not far from my home in the Isle of Tiree. In the rays of the setting sun she was a sight never to be forgotten. Her red and black hull contrasted with the white sand, the gentle blue of the sea astern and the green of the undulating 'machair' land. It was low tide and horses, tractors and carts waited their turn nearby to take home a load of coal.

Built in 1919, with a capacity of 130 tons and equipped with steam reciprocating engines, the "Warlight" braved the Atlantic rollers for over forty years and her name was a household word from the Mull of Kintyre to the Butt of Lewis. Today, a modern diesel-engined vessel, which I shall mention later, replaces her.

A well-known puffer during the first quarter of this century was the "Tiree", owned and skippered by Captain John Lamont of that island. Built by Scott & Sons, Bowling, whose name will ever be remembered in connection with puffer construction, she rendered valuable service to the Islands long after she was purchased by J. & J. Hay and renamed "Spartan", not an inappropriate name for a puffer.

The "Tiree's" only mishap occurred when, running light from Tiree, she was driven ashore by a gale in the South Channel of the Kyles of Bute. She was later refloated. It says much for the skippers of these ships, which had none of the navigational aids of today, that much more serious accidents did not occur and that so few puffers ended their days as wrecks on the treacherous West Highland coastline.

The puffers, when they appeared, took over the work of the smacks and gabbarts which used to ply between the Western Isles and the mainland and I know of two puffers which were originally sailing craft. The "Halcyon", owned and skippered by Captain William McMillan of Campbelton, was a familiar sight on the West Coast until she and her owner retired in July, 1966. This vessel was built away back in 1903 by Henry Scarr of Hessel as an auxiliary ketch for the coasting trade and was registered at Hull until Captain McMillan obtained her. With a capacity of 101 tons, she was a handsome ship with two masts, though somewhat longer and shallower than the usual puffer.

Carrying cargoes of bricks, timber, coal and salt, the "Halcyon" sailed to and from Scottish and Northern Irish ports and to the very end she made use of some canvas, reminding one of that great era when the tall ship was supreme.

The other vessel of this 'sailing' class is the "Eala Dhubh" (Gaelic for Black Swan) which is built of wood and still plies among the islands. She is usually based at Oban but I have been unable to obtain any further information about her save that she is known to her crew as the "Mucky Duck".

Over the years the steam puffer made quite a name for herself at home and abroad. During the First World War and the Second World War puffers were in great demand as tenders for naval vessels and many, known as "Vics", were built for service in foreign and British waters. Moreover, the "Gael", the "Saxon" and the "Starlight" were each in turn the star of the "Vital Spark" television series while the "Boer" and the "Inca" played the part of the "Maggie" in the famous film of that name. Not long ago the Radio Times carried a photograph of the "Kaffir" taking part in the first TV outside broadcast from the Highlands ten years ago which featured an unsuccessful hunt for the Loch Ness Monster!

Mention has already been made of the fact that the steam-reciprocating puffers are being replaced by modern, diesel-engined vessels which, incidentally, bear a considerable similarity to the Dutch motor coaster. A fine example of the modern puffer is the "Glenshira", owned by G. & G. Hamilton and built by Scott & Sons, Bowling, in 1953. With a raised quarter-deck and raised forecastle she shows a considerable departure from tradition and can carry no less than 150 tons of cargo, which is handled by a five-ton derrick. Her Polar diesel engine drives her at a speed of some eight knots. Although much longer than the old puffer, (she is 86 feet in length), the "Glenshira" is a fine looking ship and had Para Handy been her skipper he might well have been justified in calling her 'the smartest ship in the trade'.

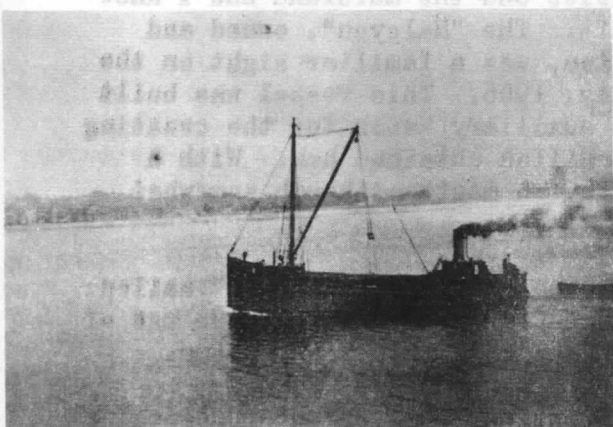
Para Handy's "Vital Spark" was a busy ship ('though her voyages were rather spasmodic) and in the old days the steam puffers had as much to do as they could manage. In that beautiful article 'Many Boats and a Busy Countryside', which appeared in The Scots Magazine of January, 1964, Alastair Cameron gives the reader a glimpse of the activity of puffers in the Sunartside of his boyhood :-

"A puffer brought supplies for the local coal merchants. The coal puffers of my boyhood days were the "Lady of the Lake" and "Inchmurrin". Coal is the only commodity that is still brought by sea. The puffers generally had a load of Loch Sunart sand going back.

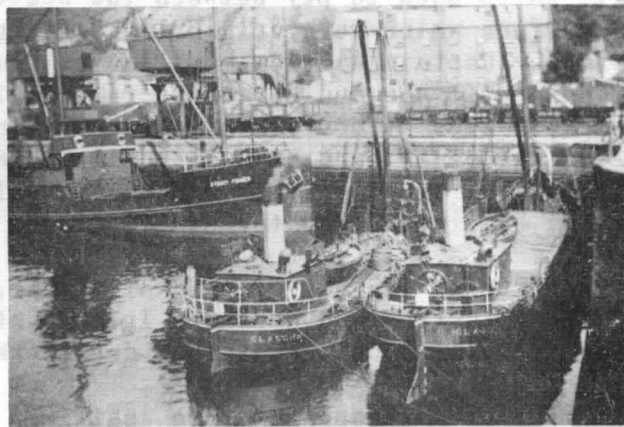
"After the 1914-18 war the demand for this sand increased considerably and three firms were engaged in conveying it. Ross & Marshall of Greenock had their various "Lights". Their "Warlight", at that time the fastest puffer on the Clyde, came in pretty regularly, 'though not as frequently as the "Sealight".

"If Ross & Marshall possessed the fastest vessel, Hamilton Brothers must have had the best loading device on their three, which were the "Rivercloy", "Invercloy" and "Glencloy", names which indicate to what part of Scotland the owners belonged (Arran). The other four puffers carrying sand away from the loch were the "Logan", "Faithful", "Douglas" and "Petrel" which I think were owned by Warnock Brothers, Paisley."

But sand and coal were not the only cargoes which the "Para Handy Ships" carried between places as far apart as Larne and Lewis. They frequently transported cargoes of farm implements, animal feeding-stuffs, bricks, timber, gravel and even sheep; in recent years metal-chips and road-making materials have been added to the list. The famous old "Pibroch" (built 1923) of White Horse Distillers, Islay, dealt with cargoes of barley and whisky and her successor, also named "Pibroch", carries on this trade at the present time.



Puffer "X" steaming down the Clyde.



"Inca" and "Slav" in Bowling Harbour.

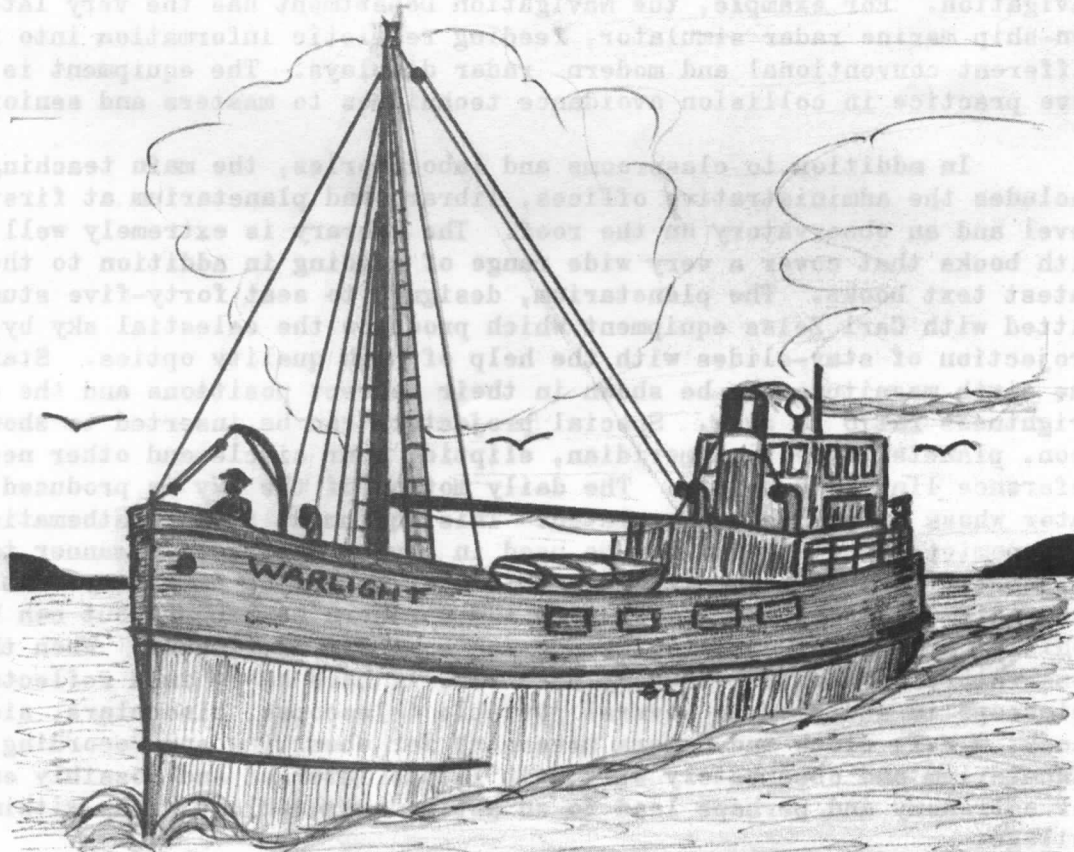
But perhaps the most remarkable of all the new puffers is owned by Ross & Marshall of Greenock. This ship, appropriately named the "Dawnlight I", was built recently for the company by Scotts Shipbuilding & Engineering Co. Ltd. of Greenock. Capable of carrying 245 tons of cargo, which is handled by a grab-crane device, "Dawnlight" is fitted with all modern aids to navigation and, what is more, she is centrally heated throughout! The crew are accommodated in mahogany- and teak-lined cabins and when off duty can enjoy the transistorised television set with which they are provided. A far cry indeed from the "Vital Spark"! With all her innovations it may well be that the "Dawnlight" will set the trend for future puffer construction. Ross & Marshall's latest "Warlight" is herself a handsome vessel, similar to the "Glenshira" although much older.

A pink-funnelled fleet of diesel-engined puffers is owned by J. & J. Hay (see note at end - Ed.) and these include the "Anzac", "Spartan", "Kaffir" and "Lascar", so well known on the West Coast, while A.K. Campbell's "Lady Isle" and "Lady Morven" are to be seen frequently among the Islands. A small fleet of puffers and short-sea traders is owned by Cunningham of Scalpay, Harris, and the diesel puffer "Marsa" has recently been purchased by Messrs. Carmichael, who operate from Oban.

Increasing costs and competition from large shipping companies have dealt the "Para Handy Ships" a serious blow. At one time there were probably as many companies owning puffers as there are puffers today. Operators like Halliday of Rothesay, James Burrows and MacCallum & Hendry are but a memory, while ships such as the "Glenrosa", "Celt", "Gael", "Moor", "Douglas" and "Oberon", to name a few, have long-since been disposed of. However, it is possible that with the advent of the diesel-engined vessels the decline in the number of puffers will level out somewhat as those that were scrapped in recent years were outdated to say the least. The diesel puffers are much more economical to run than their steam predecessors and their usefulness as a means of transport to places with harbours too shallow for larger ships will help to safeguard their future.

In an article such as this it is only too easy to be sentimental and to make the puffer-man's life appear "chust sublime". His lot at one time was, without doubt, very hard as he had to navigate dangerous channels in a ship which could hardly have been comfortable in a heavy sea, manhandle many tons of cargo and live on a scanty, poorly cooked diet. But modern inventions are changing all this, puffers are becoming easier to handle and more comfortable and prospects seem good for a lad eager to make the puffer his ship. On his retiral after 51 years on the puffer deck, Captain McMillan of the "Halcyon" was quoted as saying - "There is still a great future in the coasting trade for a young man who is ready to put his mind to it." So it may be that the "Para Handy Ships", with their familiar red and black hulls and 'salt-caked smokestacks', will butt their deliberate way between the Western Isles and the Scottish mainland for many years to come.

(Footnote: Since the above article was written, Hay and Hamilton have joined with Ross & Marshall to form the Glenlight Shipping Company. The combined fleets amount to fifteen ships. The future of Ross & Marshall's sole surviving steam driven puffer, "Stormlight", built in 1957, is uncertain but it is hoped that the diesel ships will ply not only to British but also to Continental ports.)



D.E. MOER

On the banks of the River Clyde, well known to seafarers throughout the world and birthplace of so many famous ships, stands the new Glasgow College of Nautical Studies.

This magnificent college is situated on the south bank of the river, less than half-a-mile to the southwards of Glasgow Cross, the oldest part of Glasgow, and in an area which is now being redeveloped. The white tiles and large area of glass used in its construction make a very conspicuous landmark and although this very modern building may seem a little incongruous in its present setting, it will no doubt blend well with its surroundings in the future. By design, the college has a definite nautical appearance with its wood-topped rails and ship's mast conspicuous in the foreground.

For the first time, Glasgow has a college which contains the departments of Communications, Engineering and Navigation. The Communications Department was transferred from the James Watt Memorial College, Greenock, the Engineering Department from Stow College of Engineering and the Navigation Department from the University of Strathclyde, formerly the Royal College of Science and Technology.

The present phase of building comprises an eight-storey teaching block, stepping down towards the river to a three-storey recreation block, then to a single-storey practical seamanship workshop and boathouse, terminating in a jetty on the riverside.

Classrooms in the main teaching block are spacious, comfortable, bright and well equipped with modern teaching aids. Laboratory facilities are of a high standard with equipment designed to supplement the work done in the classroom and enable the students to obtain a better understanding of the subjects they study. Electronic equipment is much in evidence, not only in the Communications Department but also in the Departments of Engineering and Navigation. For example, the Navigation Department has the very latest two own-ship marine radar simulator, feeding realistic information into four different conventional and modern radar displays. The equipment is used to give practice in collision avoidance techniques to masters and senior officers.

In addition to classrooms and laboratories, the main teaching block includes the administrative offices, library and planetarium at first-floor level and an observatory on the roof. The library is extremely well stocked with books that cover a very wide range of reading in addition to the very latest text books. The planetarium, designed to seat forty-five students, is fitted with Carl Zeiss equipment which produces the celestial sky by the projection of star-slides with the help of high quality optics. Stars down to the sixth magnitude can be shown in their correct positions and the correct brightness ratio to each. Special projectors can be inserted to show the sun, moon, planets, celestial meridian, elliptic, hour circle and other necessary reference lines and points. The daily motion of the sky is produced by a motor whose speed can be regulated. This equipment is for mathematical-astronomical teaching and can be used in a very instructive manner to illustrate the requirements and problems of spherical astronomy. At present the equipment is capable of showing the northern hemisphere but can be modified at a later date to include the southern hemisphere. When the observatory on the roof is completed it will have an 8½ inch reflector telescope in addition to several portable telescopes, binoculars, sidereal clock, G.M.T. clock and camera necessary for observing and recording. The planetarium and observatory will help induce interest and possibly enthusiasm for astronomy and perhaps lead to an active astronomical group within the College.

The recreation block contains the assembly and dining halls, gymnasium, swimming-pool, cultural rooms and three common-rooms for staff, senior and junior students. These common-rooms are quiet, comfortable and ideal for relaxing during rest periods.

In the swimming-pool, which has been specially deepened to ten feet at

one end, cadets will have practice in the use of life-saving equipment in addition to instruction in swimming, diving and survival techniques while in the gymnasium - which is extremely well equipped - students can engage in activities such as basket-ball, volley-ball, trampoline, judo, etc. in addition to physical training and gymnastics.

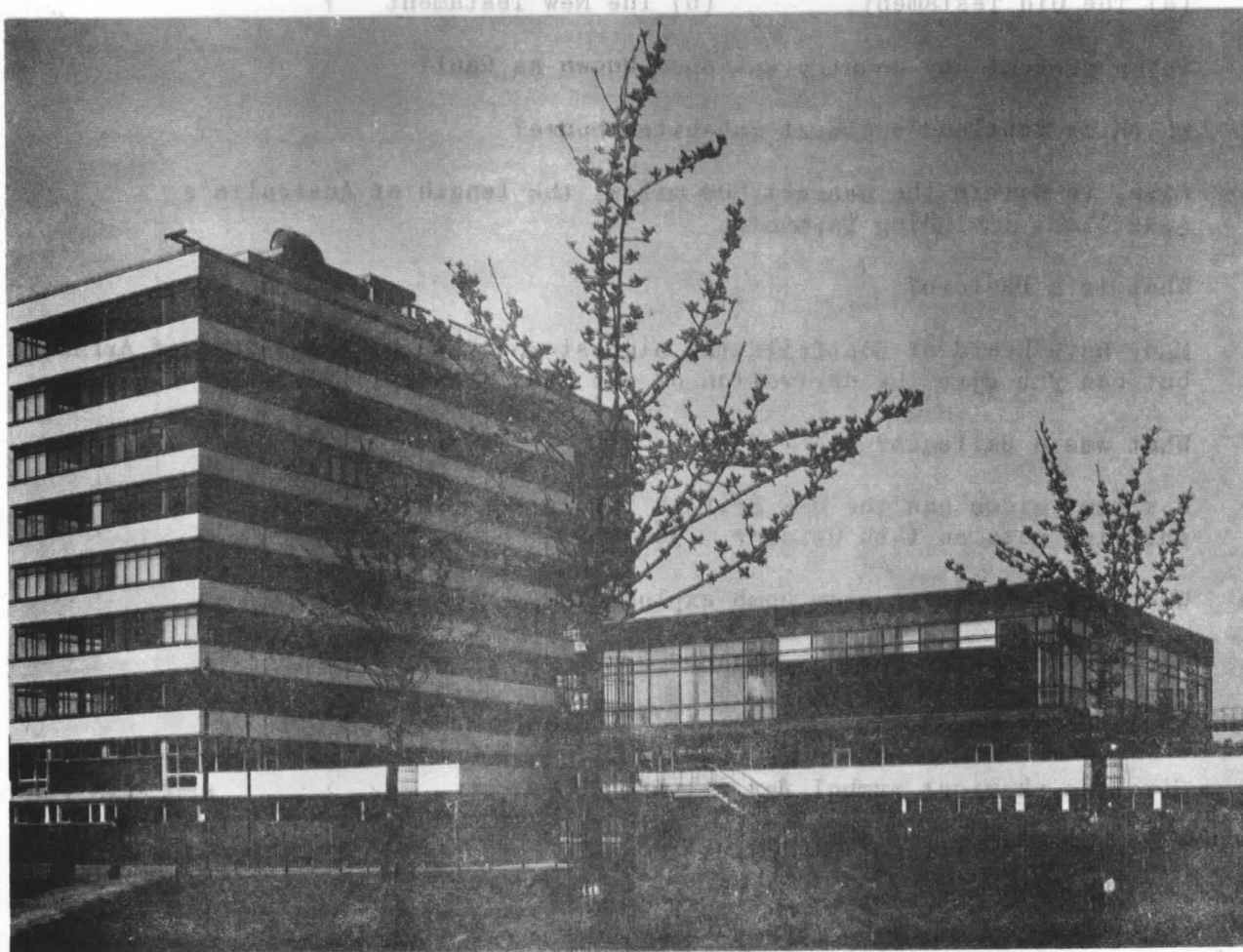
The main teaching block is joined to the recreation block by a podium which is designed to form the roof of the practical seamanship workshop and boathouse. The podium also forms the roof over the carpark.

The jetty, with gravity davits and a radial crane, is suitable for handling lifeboats and small craft while the practical seamanship shop is equipped to teach basic seamanship practice and principles. A manoeuvring tank with radio-controlled models will be used for demonstration purposes and enable students to practice ship-handling while a specially constructed model will be used in the tank to teach the principles of ship stability. In addition, the College has facilities for training in the use of radar and boat sailing at Ardrossan and temporary residential accommodation for O.N.D. cadets at 122 Hill Street, Glasgow.

The next phase in the development of this College will be the erection of a residential block for two hundred students adjacent to the present building and engineering workshops at ground level on its south side.

Cradled in the heart of a maritime city, this new College will provide superb facilities for teaching Merchant Navy officers and cadets of the present and the future.

Captain A. McK. B. Warden,
Depute Principal.



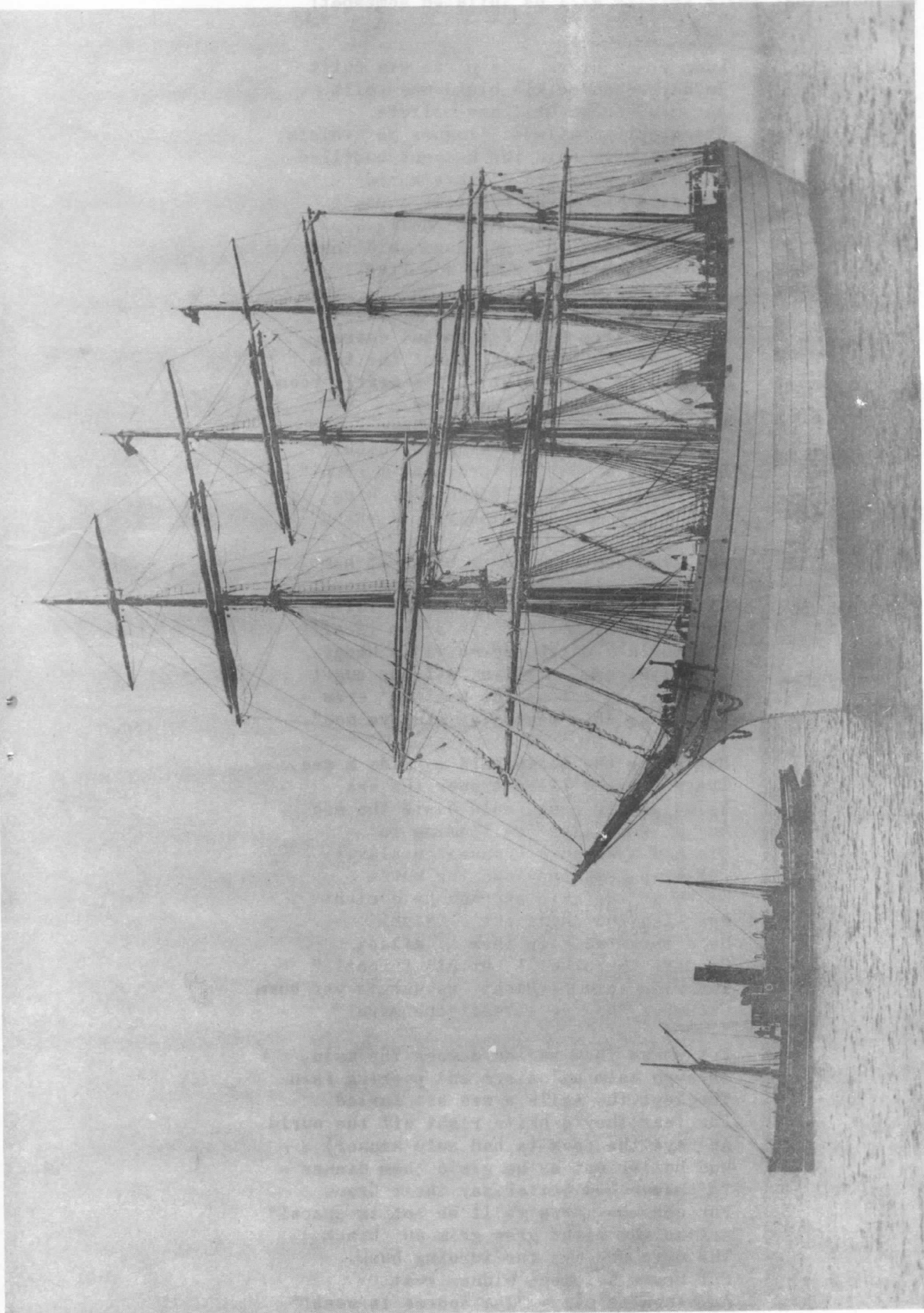
Photograph by Henk Snoek and printed by permission of Robert Matthew, Johnson-Marshall and Partners, Architects, 15 Hill Street, Edinburgh, 2.

Q U I Z .

- 1) We all know that 'TRIAD' means 'a union of three', but can you give another interpretation?
- 2) What do the following European countries have in common?
(a) Ulster, (b) Belgium, (c) Hungary, (d) West Germany, (e) Yugoslavia.
- 3) How many unmarried girls would it take to stretch from London to Brighton?
- 4) Give the meaning of the word Sodality.
- 5) What is a Prairie Schooner?
- 6) When was Blackpool Tower built and what is its height?
- 7) How many countries are there in the world?
- 8) In what year did Napoleon Bonaparte march on, and retreat from, Moscow?
- 9) How many Books are there in
(a) The Old Testament, (b) The New Testament ?
- 10) Which present-day country was once known as Gaul?
- 11) Which is Scotland's oldest inhabited house?
- 12) Give, to within the nearest 500 miles, the length of Australia's coastline, including Tasmania.
- 13) What is a Pastern?
- 14) Many have heard of Goatfell, the highest mountain on the Island of Arran, but can you give the derivation of the name 'Goatfell'?
- 15) What was a Galleass?
- 16) How many sides has the new British 50p. piece (which replaced the ten shilling note on 14th October, 1969)?
- 17) Where was the first atom bomb exploded?
- 18) Who wrote the New World Symphony?
- 19) What is Caligraphy?
- 20) Give the chemical symbol for silver.

(Answers on Page 31)

Apologies are due for an error in the Summer Quiz. Question 18 asked for the Scottish counties without a sea coastline and Banffshire was given as one. This should have read Morayshire.



"CAPE CLEAR" (II) 2129 g.r.t., 2017 n.r.t., 279.6 x 42.1 x 24.4

Steel 4-masted Barque built in 1892 by R. Duncan & Co. Ltd., Port Glasgow, for The Lyle Shipping Co. Ltd. Sold in 1899 to A.D. Bordes et Fils, France, and renamed "Amerique". Sailed from the Tyne on 2nd August, 1899 for Valparaiso and disappeared with all hands.

The following lines of verse were written some years ago by Mr. Ian D. Campbell who sailed as Chief Officer on various Baron ships. In view of the recent landing on the Moon members of The Flat Earth Society must themselves be feeling somewhat flat and we therefore dedicate these lines to them in the hope that their spirits will be inflated somewhat!

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

Whaur Christopher Columbus lived
The folk were fair fed up an' deered
Tae hear him threepin' thru' the toon
"The wuld's nae flat - it's nearly roon.
A man could get tae Mandalay
By sailing west, the ither way.
Ah'm aff tae see the king the nicht,
Ah'll get a boat an' prove Ah'm richt".
The provost said - "I know the king
And in the morn I think you'll swing".

The king and queen wurr baith at hame
When the bold Columbus gave his name.
His story garred them roar an' laff,
The king said - "Man, ye'd tum'le aff!
The wuld's no' bordered wi' a hedge,
Ye'd jist gae scliffin' aff the edge!
Besides, Ah'd lose the boat an' crew -
Me thinks Ah'd best jist hing ye noo".

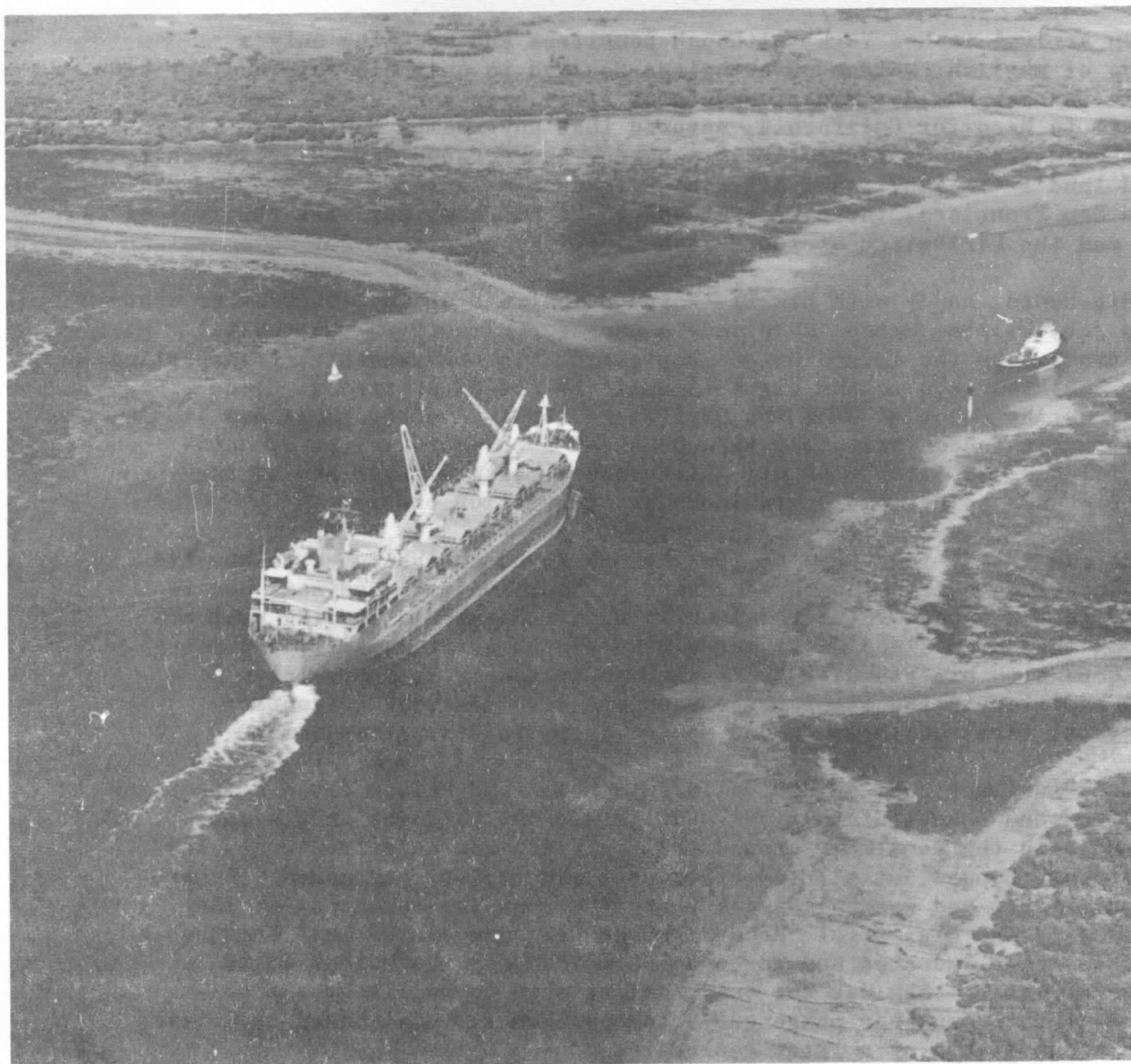
But Belle the queen said - "Bide a wee,
There's maybe islands ower the sea.
Ye've plenty done, auld boats the noo
An' a' yer jiles 're teeming fu' -
Gie him a wheen o' rogues 'n slaves
Tae keep 'um happy oan the waves.
We've a' tae gain suppose he's richt
An' e'en tho' he's oot o' sicht
He's sure tae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

For weeks they sailed across the main,
Through calm an' storm an' pooring rain.
They kept the sails a wee bit furled
Fur fear they'd skite right aff the wuld.
An' aye the cook (a bad auld sinner)
Wud holler oot as he gie'd them dinner -
"A' hauns hud better say their Grace
Fur oan the morra ye'll be oot in space!"
An' as the nicht grew grim an' black
The mate was aye fur turning back.
But brave Columbus widnae rest
An' shoutit oot - "The coorse is west!"

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

But Christopher wus sair deceived,
 The land wus nae what he believed.
 But still, his theory sure wus soun'
 Fur noo folks say the wurd is roon'.
 Well folks, Ah dinna ken masel'
 Fur what's the truth is hard to tell.
 But this Ah'll say - Ah've travelled wide
 Aye, e'en as far as West Kilbride
 An' aince tae Brodick fur a sail
 An' Ah'm here yet tae tell the tale!

----- 0 ----- 0 -----



m.v. "Cape Wrath" in the vicinity of No. 11 Beacon when arriving at Port Pirie, South Australia, on 16th August, 1969. The loading berth is just partly visible to the right of the tug.

Mr. C. Smith, Assistant Steward, has sent us the following account of the founder of the Matson Navigation Company, San Francisco.

THE FORTUNES OF WILLIAM MATSON.

Whenever Captain William Matson drove down to his wharf on the San Francisco Waterfront about the turn of the century, passers-by stopped to gaze in awe at the smartest skipper on the whole Pacific Coast.

Bolt upright in his carriage, frock-coated, top-hatted and handling the reins of a pair of glossy horses, Captain Matson looked more like a Nob Hill aristocrat than a hard-headed merchant and shipowner.

"Matson", said his crews admiringly, "could talk to his sailors in a language that would take the skin off a man's back and pickle him like a herring".

Captain Will had needed all his toughness. He had begun as a poor young Swedish immigrant. He was born in the small Swedish seaport of Lysekil on the 18th October, 1849. Orphaned as a child, he ran away to sea at the age of ten. For the next five years he worked as a ship's boy, scraping together what education he could when ashore between voyages. He sailed all over the Baltic and North Seas but the turning point in his career came in 1866 when he joined the barque "Aurora", bound for New York.

On arrival in New York, although penniless and speaking only a smattering of English, Matson nevertheless decided to quit his ship and try his fortune in the New World. His prospects at first were very grim. Someone advised him to head for California, assured that any seaman would find fifty jobs to choose from. He signed-on in a barque bound round Cape Horn for that 'promised land'. In 1867, just after his eighteenth birthday, he stepped ashore in San Francisco, the city that was to be his home port for the rest of his life and the birthplace of the Matson Line.

Big-boned, handy with his fists and not afraid of the toughest or most dangerous job, William Matson soon made a name for himself in the coastal shipping trade. By the 1870's he was captain of his own schooner, transporting coal from San Francisco to the big mill built by the sugar tycoon, Claus Spreckles, on the other side of the Bay (where the town of Crockett now stands - Ed.) It was this contract that turned Matson's thoughts to the romantic Hawaiian Islands, the source of all California's refined sugar and of the enormous fortunes being made by refiners and plantation owners.

He was thirty-three by the time he had saved enough money to buy his first ocean-going vessel, the three-master "Emma Claudina", and sail her to Hilo to collect a cargo of sugar. In Hilo he established a trading post and before long the "Emma Claudina's" three hundred ton cargo capacity was too small to cope with his steadily increasing business. Four years later came the first addition to the fleet - the handsome, fast-sailing brigantine "Lurline", the first of three famous Matson ships to carry that name.

The "Lurline" cost 32,000 dollars to build and Matson divided the price into one thousand shares of thirty-two dollars each, paid for only eight himself and sold the remainder around the San Francisco Waterfront. By 1892 he had not only bought out all the other part-owners, but had added two more ships to his fleet and was building a third that was the sensation of the Pacific Coast. The big, steel "Rhoderick Dhu" was one of the most remarkable sailing ships ever launched and was once described as "the wonder of the sunset age of sail". She was the only sailing ship to be lit by the new-fangled electricity and her passenger accommodation set a standard unrivalled until the steam giants of a later generation.

Before she made her maiden voyage with the proud Captain Matson at the helm, ships normally took anything from two to four weeks to make the passage to Hawaii, depending upon the seasonal winds. The twelve hundred ton "Rhoderick Dhu" kept to a time-table of nine to ten days whatever the weather

and she sent William Matson's fortune rocketing higher with every voyage.

So far, Matson had always personally commanded the crack ship of his fleet and even the roughest seaman regarded his burly master with respect strongly tempered by fear. The notorious dandy ashore with his fine clothes, diamond studs and stable of thoroughbreds became a very different character when he trod the quarterdeck. However, although he ruled his floating world with a rod of iron, volleys of oaths and leg-of-mutton fists, there was never any shortage of volunteers to sail under his flag. Matson boasted that he paid and fed his men better than any other shipowner on the Pacific Coast and in an age of 'coffin ships' and maggot-ridden rations this was a powerful inducement to sailors.

When the United States finally annexed the Islands in 1898, the boom in Hawaiian development made it imperative for Matson to compete with bigger and faster vessels. The modern line was born in 1901 when the Matson Navigation Company was formed with a single office room and a staff of three clerks near the San Francisco docks. Having at last decided to make the change to steam, Matson typically went about it in a manner that filled his competitors with incredulity, scorn and finally with envious esteem.

Every American steamer on the Pacific Coast was fired by coal, most of it transported at great expense from the mines of New South Wales to the other side of the Pacific Ocean. Throughout the world only a few venturesome ship-owners had begun converting their ships to oil fuel but Captain Matson decided it might pay to investigate. He soon discovered that he could buy Californian crude oil at twenty cents a barrel at the well-head and when he bought his first steamship, the "Enterprise", in 1902 he caused a sensation by announcing that she would be fuelled with oil. In the next decade Matson sunk a fortune into buying passenger steamers and freighters, converting them to oil-fired boilers and refitting them from stem to stern. While critics croaked disaster and denounced his 'crazy speculation', Matson invested heavily in the oil industry, built a pipe-line from his wells to fuelling points in Monterey harbour and turned several old sailing vessels into tankers. Steadily the fleet went on growing and as it did so Matson began to see possibilities that were eventually to transform his shipping empire.

Although cargo remained the backbone of the company for years to come, Matson was the first American to realize the limitless possibilities of 'selling' Hawaii as a tourist paradise. A trickle of rich Californians were already exploring the delights of the Islands but hotels were primitive, amenities few and shipping passages costly and irregular. A portent of the coming change was the advent, in 1910, of the Matson Company's "Wilhelmina", the first luxury liner to reach the Hawaiian Islands. The "Wilhelmina", said the wiseacres of the San Francisco Waterfront, would be the ruination of the bold and dashing Captain Matson. Instead, it set the seal on the Matson fortunes. Before the First World War three more even bigger and costlier Matson ships were carrying a flood of Americans to Honolulu and the greatest tourist 'bonanza' was thoroughly launched. Ten years later the huge Matson-built Royal Hawaiian Hotel rose amid the palm trees of Waikiki - a monument to the 'father' of one of the most dazzling holiday resorts on Earth. But Captain Matson, dying after a stroke in October, 1917, did not live to see the greatest developments in his maritime 'empire'. The Matson link with Australia began in 1926 when the company took over the American Oceanic Line which had been running ships from California to Sydney and Auckland since the 1880's. By the mid-1930's the "Mariposa" and "Monterey" were both in service across the Pacific, the forerunners of the two ships that bear those names today.

When Captain William Matson sailed through the Golden Gate in his first vessel in 1882 he had been worried whether he would find a sale for his cargo of boots and hardware and whether any Hawaiian sugar planter would trust him with a return cargo. He need not have worried, for he became a giant of the American Mercantile Marine and at the same time one of the most famous shipowners in the World.

OLYMPIC CLASSES ON THE CLYDE

There are many different classes of racing boats and dinghies which race on the Clyde - some new, some old, some large, some small. Some classes are falling from favour, others growing fast. Two of these are Olympic class - the Dragons and the Solings. Both are similar in size; they are three-man keel boats and the Dragon is the older of the two. Originally family racing boats, they have been developed to what they are now - 'racing machines' - but nevertheless beautiful boats with smooth and conventional lines. They are wooden and therefore expensive in comparison with the Soling which is fibre-glass built and one-third the price of the Dragon. The Solings' lines are sharp and modern and they too are 'racing machines' but, whereas the Dragon has developed into a racing machine the Soling was designed as such from the start.

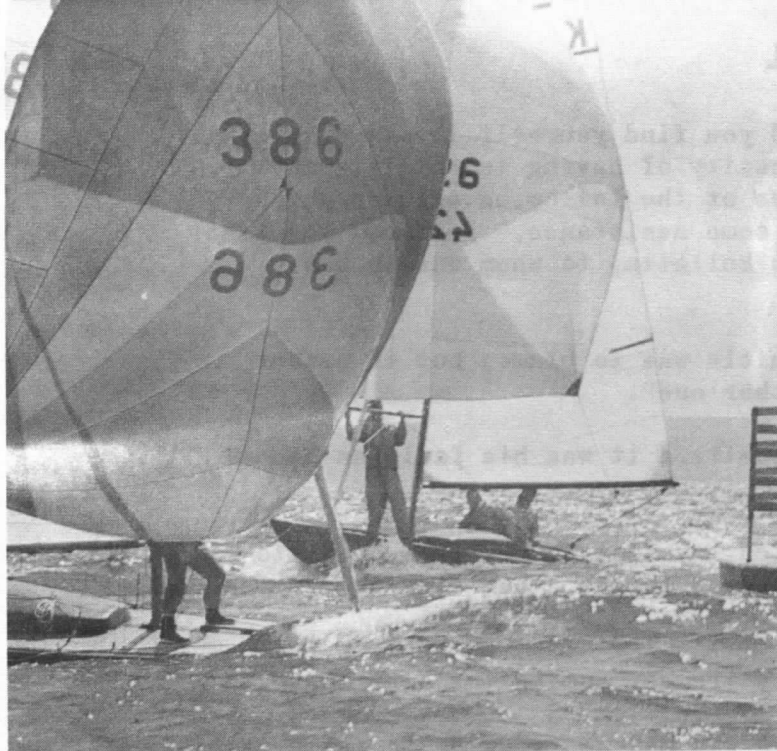
The Dragon was introduced into the Olympics in 1948 and the Solings will make their debut in the next Games. On the Clyde the introduction of the Soling in 1966 was regarded as a challenge to the Dragons and the contests were fierce. At the end of the season the Dragons probably had the upper hand but the following year the position was reversed and has been that way ever since. However, the Dragon owners were somewhat relieved when the Olympic Committee decided to drop the 5.5 metres and bring in the Soling in lieu but the rivalry between the two classes remains and is healthy since both classes would like to show their superiority over the other. Unfortunately, (in the Writer's view), the Solings have proved to be faster when sailed properly.

However, the only races which bring these two classes into direct competition are passage races; that is, races from one place to another and not merely round the marks of a course. Sometimes these races last for more than a day but this only occurs when there isn't any wind. The longest of these is the Tarbert Race from Hunter's Quay to Tarbert, Loch Fyne - some forty miles. The larger boats go round Bute and the smaller ones (Dragons and Solings being two of the larger of the smaller ones) go through the Kyles of Bute where the wind can change direction every ten seconds. This makes very thirsty work!

Both classes boast of well over a dozen in number on the Clyde (which is, in fact, a large fleet considering the price of a Soling is more than £1,000). Anyone who has been at the Tail of the Bank on a summer Saturday afternoon will have watched these boats racing and a dozen boats jockeying for the best position on the starting line at full speed is a scene which can be humorous and at the same time rather inspiring. But a fleet of fifty of these boats making for the same place at the same time is truly remarkable. To get the maximum practice and experience, contenders for Olympic selection must enter regattas of this size and the Writer is fortunate enough to have been at several of these. Before the start the boats simply cruise up and down the line and some helmsmen treat the ten and five minute gun as practice starts but the countdown from the five minute gun begins the really serious business of racing. A great deal of shouting, with perhaps just a wee bit of swearing, is normal practice at the start but a minute or two later the better helmsmen are cutting their way through the water faster and begin to establish themselves in the lead.

In the photograph on the opposite page "Jerboah" (432), sailed by Pat Dias, may appear to be behind the others but the only boats ahead of her are "Rebel" (435), sailed by Marshall Napier, and "Sou'wester" (436), sailed by Sandy Stephen, (from where the photograph was taken), both of which are Clyde boats. "Jerboah" has just sailed in the World Championships in Palma and finished seventeenth.

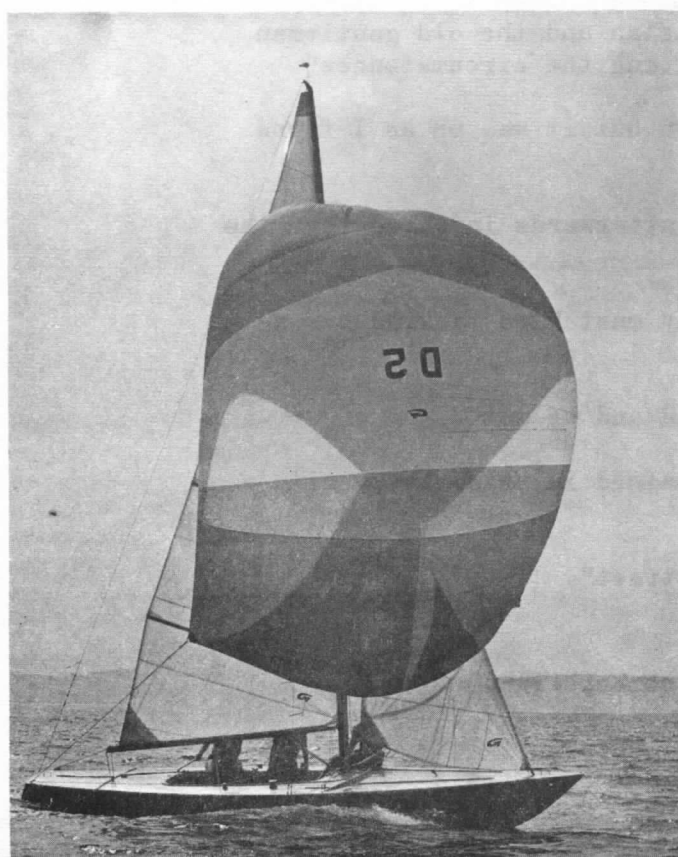
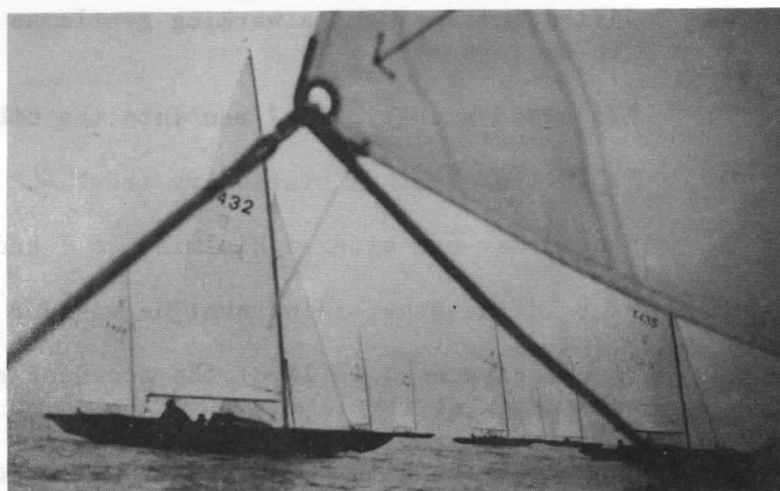
In this standard of racing a very slight mistake by the helmsman may cost him ten places at the finish of the race. Sailing in these conditions is so very different from taking a fortnight's holiday and cruising in the Western Isles where time is rarely thought of; where the Islanders' reply to the question "What is tomorrow?" is "Well, you've heard of manana, no doubt - you see 'tomorrow' is much the same only not so important".



We thank Mr. Vernon Stratton for his permission to use this photograph of the Dragon Class "Odysseus" completing a successful gybe ahead of "Sandpiper".

Mr. Stratton was the Captain of the British Olympic Team which won a gold and a bronze medal in the Flying Dutchman and 5.5 metre Classes.

A minute after the start of one race during the Olympic Trials in Poole Bay in 1968.



The Soling under spinnaker. Notice the difference in the lines between this boat and the Dragon above. The Dragon has a coach-roof and wooden mast and boom whereas the Soling is open and has an aluminium mast and boom.

Should misfortune overtake you and you find yourself involved in a motoring accident, resulting in the necessity of having to complete an insurance claim form, perhaps one or more of the following excuses which have already been submitted might be of some assistance. In fact, the list has been cribbed from NALGO's Motor Club Bulletin, to whom our thanks.

1. "I consider that neither vehicle was to blame, but if either were to blame it was the other one".
2. "I knocked over a man. He admitted it was his fault as he had been run over before".
3. "One wheel went into the ditch, my foot jumped from brake to accelerator pedal, leaped across to the other side and jammed into the trunk of a tree".
4. "I collided with a stationary tramcar coming the other way".
5. "Car had to turn sharper than was necessary owing to an invisible lorry".
6. "After the accident a working gentleman offered to be a witness in my favour".
7. "To avoid a collision I ran into the other car".
8. "I collided with a stationary tree".
9. "The other man altered his mind so I had to run over him".
10. "I told the other idiot what he was and went on".
11. "I can give no details of the accident as I was somewhat concussed at the time".
12. "A pedestrian hit me and went under my car".
13. "I blew my horn but it would not work as it was stolen".
14. "I unfortunately ran over a pedestrian and the old gentleman was taken to hospital much regretting the circumstances".
15. "I thought the side window was down but it was up as I found out when I put my head through it".
16. "Cow wandered into my car. I was afterwards informed that the cow was half-witted".
17. "A bull was standing near and a fly must have tickled him as he gored my car".
18. "She suddenly saw me, lost her head and we met".
19. "I ran into a shop window and sustained injuries to my wife's face".
20. "I misjudged a lady crossing the street".

Further comment would be superfluous!

In 1949 BP began to enlarge its refinery at Grangemouth to meet expanding market demands in Scotland; this required a much greater supply of crude oil and called for the use of larger tankers than hitherto. Since Grangemouth Docks are limited to tankers of about 20,000 tons deadweight, it was necessary to find other means of supply and it was decided to find a deep-water anchorage where unloading facilities could be built and then pipe the crude oil to Grangemouth. The site chosen was Finnart, on the eastern shore of Loch Long, and work commenced in 1950 and the terminal began operations in May, 1951 with a single jetty, four crude oil storage tanks and a pumphouse to drive the oil through the newly completed pipeline.

In the ensuing years, demand for oil products increased considerably and, in conjunction with an increase in the refining capacity at Grangemouth, a new jetty and four new storage tanks were added in 1958. In 1967 it again became apparent that an even greater expansion was necessary at Finnart to accommodate the large vessels which were coming into service and again to supply the refinery which was to have its capacity doubled to nine million tons per year.

The new, single-berth jetty at Finnart extends for 500 feet from the shore and affords a depth of water exceeding 90 feet at low tide. The head is 449 feet long and has a total width of 32 feet. Made in pre-cast and 'in situ' concrete, the deck is supported by 100 tubular steel piles - 27 inches to 36 inches in diameter and up to 155 feet long and based upon the hard mica schist rock on the sea bed.

To absorb the impact of a ship, the jetty face is provided with six fenders, three at either end of the jetty, each incorporating four rubber cylinders five feet long and of sixty inch diameter. These rubber cylinders, which are located behind the fender head, receive the first shock or thrust from a ship coming into berth. If the vessel were to berth so heavily that these cylinders were crushed flat, replaceable mild steel buffers of a unique design would concertina under the load and absorb the excess impact.

As the ship ties up, an automatically operated access gangway is put aboard. Designed by BP in conjunction with the Dutch firm Verhoef, it will automatically move up with the ship as she gradually rises some 60 feet out of the water while she discharges her cargo. The access gangway consists of an 80-foot high tower with five fixed platforms connected by internal stairways and having a cantilevered bridge moving vertically up the seaward face. This bridge has a hinged extension giving access to the ship's deck which automatically adjusts its angular relationship to the bridge as the ship rises out of the water. When it is horizontal, a warning buzzer sounds and, after a timed delay, the bridge automatically moves up to the next fixed platform and the hinged extension readjusts to the ship's deck.

The oil is pumped out by the ship's pumps at rates of over 14,000 tons per hour through four flexible 16-inch hoses incorporated in the flow boom installations, designed to effect fast turn-round of vessels. This rate of discharge enables V.L.C.C.'s. (very large crude carrier) to complete their turn-round in much the same time as a conventional-sized tanker of, say, 70,000 tons deadweight.

The four new 50,000 ton storage tanks bring the terminal's crude oil storage capacity to over 400,000 tons. Each tank has a diameter of 220 feet and stands 60 feet high. Over 200,000 tons of rock was excavated out of the hillside to accommodate them.

The new 57-mile, 20-inch diameter pipeline connecting Finnart and Grangemouth Refinery is made of .312 inch thick steel wrapped in glass fibre and tar enamel to prevent corrosion. It is covered by at least three feet of soil over its entire length and will carry 9 million tons of crude oil a year. The oil is transferred from Finnart to Grangemouth by four 1650 horsepower pumps at Finnart. The pumps are motor-driven and supplied by a new power line from the South of Scotland Electricity Board. The line immediately rises 600 feet over the hill at Finnart and then drops into Glen Fruin, from there across country to Loch Lomond-side and Balloch - where it crosses the River Leven - then to Balfron. It skirts the Fintry Hills and crosses Gargunnoch Moor, again rising 600 feet to Stirling and on to Grangemouth to discharge into the new tankage at the Kerse of Kinneil.

After a five week voyage from Mina-al-Ahmadi, the 214,128 tons deadweight tanker "Ardtaraig" berthed on Saturday, 23rd August, 1969 at BP Finnart Ocean Terminal's newly completed £1.67 million jetty No. 3 with 206,800 tons of crude oil. Up to that time this was the largest cargo of any kind ever to be delivered to Scotland and the "Ardtaraig" - on long-term charter to BP from Trident Tankers Ltd. (a member of the P. & O. Group) - was the largest vessel up to then to ever come up the Clyde to Loch Long. During her approach she was the first vessel to use Skelmorlie Channel, part of the new 'dual carriageway' on the run up the estuary and at this time she was drawing 63 feet, although she never had less than 49 feet of clear water under her keel all the way up to Finnart.

The accompanying photograph shows the "Ardtaraig", with six tugs in attendance, approaching the New Jetty, Finnart, stern-first after having swung in the loch. The camera has been facing N.N.E. and the highest point of land visible is Ben Lomond.

We are indebted to BP Refinery (Grangemouth) Ltd. for the foregoing facts and figures and for the photograph.



QUIZ ANSWERS

- 1) The Triad Society of China. This Society arose in the 18th Century and became a powerful antidynastic movement. It denoted the union of Heaven, Earth and Man.
- 2) The capital city of each begins with the letter 'B'.
(a) Belfast, (b) Brussels, (c) Budapest, (d) Bonn, (e) Belgrade.
- 3) 53. After all, a Miss is as good as a Mile!
- 4) An association binding people together around a single interest.
- 5) A Covered Wagon (of the 'Wild West' variety).
- 6) It was built in 1894 and is 520 feet in height.
- 7) 231 (at the latest count!).
- 8) 1812.
- 9) (a) 37 (b) 29.
- 10) France.
- 11) Traquair House, near Innerleithen, Peebles-shire, the home of Mr. Peter Maxwell-Stuart. The main block was built in 1642.
- 12) 12,210 miles.
- 13) The part of a horse's foot between the fetlock and the hoof.
- 14) It has not, as might be thought, anything to do with goats. It is derived from the Gaelic and means 'Mountain of the Winds'. As a matter of interest, Goatfell is 2,866 feet high and it is claimed that in clear weather 126 mountains can be seen from its summit.
- 15) A form of war-ship used in the Spanish Armada. It originated in Naples, being half galleon and half galley and carried fifty guns.
- 16) Seven sides. The shape is known as an 'equilateral curve heptagon' and the coin is made of cupro nickel.
- 17) Alamagordo, New Mexico.
- 18) Dvorak.
- 19) The art of good hand-writing.
- 20) A.G.

CROSSWORD SOLUTION

Across

1. Astute
4. Plants
9. Sugar and spice
10. Lasso
11. In Into
12. Hot
14. Twist
17. Overt
18. Ass
19. Pi
20. Comma
24. Transmutation
25. Mutual
26. Stated

Down

1. Absolute
2. Togas
3. Torso
5. Lost
6. Noisome
7. Sees
8. Antirrhinum
13. To
15. Instant
16. To
20. Chart
21. Moist
22. Stem
23. Asia

[illegible]

In response to a request for news, made at Seastaff Three and motivated by the lack of newspapers on board ship, we report the following :

"At the Sheriff Court yesterday Mrs. Macdonald (36), a farmer's wife, was fined £25 on cruelty charges which were not defended.

In evidence, an R.S.P.C.A. inspector said he had called at the Defendant's farm after reports and found Mrs. Macdonald with a knife in her hand standing over three mice. She admitted cutting off their tails with the knife which she generally used for carving. In summing up, the Sheriff said that he considered the case as particularly serious since the mice were blind."

SPORT

"World golfer Arnold Scott surprised his audience last week at the Old St. Andrews Course when he sank a thirty-three footer with little difficulty. The boat belonged to a local fisherman who intends taking legal action."

DEFINITIONS

"S.W.L. - She will lift".

"Aperitif - a set of dentures".

COLD COMFORT

The "Baron Dunmore" was recently supplied with three Mini Cassettes, each providing about six hundred feet of taped music. With all these 'tunes' on board no-one should be suffering from that 'stuffed-up' feeling!!

PERSONNEL

As at 20/10/69

m.v. "BARON CAWDOR"

| | |
|------------------|----------------|
| Master | A. MacKinlay |
| Chief Officer | D.S. Gordon |
| 2nd Officer | W.A. Andersen |
| 3rd Officer | D. Veitch |
| Radio Officer | D. Hynd |
| Cadet | R. Gardner |
| Cadet | G.A. Douglas |
| Chief Engineer | T. McGhee |
| 2nd Engineer | D. Anderson |
| 3rd Engineer | J. Mair |
| 3rd Engineer | A. Dias |
| 4th Engineer | D.J. Drummond |
| Junior Engineer | L. Deakin |
| Electrician | D. Davies |
| E/R. Storekeeper | M. Hussein |
| Chief Steward | G. Daddy |
| 2nd Steward | V. Bettis |
| Asst. Steward | J.M. Harrison |
| 2nd Cook | J.M. Steventon |

m.v. "BARON DUNMORE"

| | |
|------------------|-----------------|
| Master | G. Towers |
| Chief Officer | W. Greatorox |
| 2nd Officer | J.A.T. Melville |
| 3rd Officer | N.A. Brewer |
| Radio Officer | N. Smith |
| Cadet | A. Latty |
| Cadet | G. Cunningham |
| Bosun | M.I. Horreh |
| Chief Engineer | W. Saddler |
| 2nd Engineer | H. Ostermann |
| 3rd Engineer | A. Beaton |
| 4th Engineer | T. Hill |
| 4th Engineer | J. Kelly |
| Junior Engineer | T. Orr |
| Electrician | R. Knight |
| E/R. Storekeeper | A. Abdi |
| Chief Steward | E. Hutter |
| 2nd Steward | E.T. Martin |
| Chief Cook | K. Perkins |

m.v. "CAPE FRANKLIN"

| | |
|-----------------|-----------------|
| Master | C.G. Mallett |
| Chief Officer | S. Readman |
| 2nd Officer | P. Fenwick |
| 3rd Officer | D. Brannan |
| Radio Officer | J.J.M. Donald |
| Cadet | D.M. Johnston |
| Cadet | G.A. Duncan |
| Chief Engineer | W. Minnikin |
| 2nd Engineer | J.M. Sutherland |
| 3rd Engineer | J. Buchanan |
| 4th Engineer | J.W. Golby |
| Junior Engineer | A. Mooney |
| Junior Engineer | W. Moon |
| Junior Engineer | J. Holsgrove |
| Electrician | P. Brogan |
| Chief Steward | R. Sherriff |
| Chief Cook | K. Mackay |
| 2nd Cook/Baker | J. MacDonald |

m.v. "CAPE CLEAR"

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

m.v. "BARON FORBES"

| | |
|-----------------|---------------|
| Master | G. Downie |
| Chief Officer | F.M. Dalby |
| 2nd Officer | R. Sutherland |
| 3rd Officer | L. Gilhooley |
| Radio Officer | D.J. Davies |
| Cadet | A. Walker |
| Cadet | J.H. Simons |
| Chief Engineer | A.F. MacLean |
| 2nd Engineer | T. Campbell |
| 3rd Engineer | M. Ferguson |
| 3rd Engineer | I. Campbell |
| 4th Engineer | A. Mooney |
| Junior Engineer | J. Holden |
| Electrician | R. Walmsley |
| Chief Steward | J.P. Ross |
| Chief Cook | J. Riella |

m.v. "CAPE HOWE"

| | |
|-----------------|-----------------|
| Master | T.P. Edge |
| Chief Officer | J. Peterson |
| 2nd Officer | M. Roche |
| 3rd Officer | J.G. Houston |
| Radio Officer | D. Humble |
| Cadet | P.J. Broers |
| Cadet | J.P.M. Allan |
| Chief Engineer | W. Anderson |
| 2nd Engineer | G. Mains |
| 3rd Engineer | A. Miller |
| 4th Engineer | N. Howle |
| Junior Engineer | I. Kennedy |
| Junior Engineer | A. Chuckerbutty |
| Junior Engineer | D.W. McLeod |
| Electrician | J.M. Rowland |
| 2nd Electrician | J. McKenna |
| Chief Steward | I. McDonald |

P E R S O N N E L
(con'd.)

m.v. "CAPE NELSON"

| | |
|-----------------|-----------------|
| Master | A.L. Milne |
| Chief Officer | H. Weddell |
| 2nd Officer | I.D. MacLean |
| 3rd Officer | J. Mair |
| Radio Officer | T. Chamberlain |
| Cadet | M. Arden |
| Cadet | D.G. Standaloft |
| Bosun | P. McPhee |
| Carpenter | F. Dixon |
| Chief Engineer | I. Russell |
| 2nd Engineer | M.D. McCutcheon |
| 3rd Engineer | J. Riddle |
| 4th Engineer | W. MacDonald |
| Junior Engineer | C. Hardwick |
| Junior Engineer | J.N. Green |
| Junior Engineer | T. Stafford |
| Electrician | T.L. Gregory |
| Chief Steward | R. Horner |
| Chief Cook | L. Thompson |

m.v. "CAPE RODNEY"

| | |
|----------------|----------------|
| Master | A.C. Hunter |
| Chief Officer | A. Hepburn |
| 2nd Officer | J. King |
| 3rd Officer | N. Clarke |
| Radio Officer | R. Faulds |
| Cadet | M.N. Beeley |
| Cadet | P.R. Smith |
| Chief Engineer | A.P. Alexander |
| 2nd Engineer | B. Sharp |
| 3rd Engineer | C. Sneddon |
| 4th Engineer | J. Hannigan |
| Electrician | J. McChesney |
| Chief Steward | J. Blair |

m.v. "CAPE SABLE"

| | |
|-----------------|---------------|
| Master | A.M. Fraser |
| Chief Officer | J. Roberts |
| 2nd Officer | A.J. Dickie |
| 3rd Officer | R. Mullen |
| Radio Officer | M.J. Cairney |
| Cadet | A.J. Riley |
| Cadet | A. Logan |
| Chief Engineer | D. MacLeod |
| 2nd Engineer | I.A.A. Dalton |
| 3rd Engineer | J. Walkden |
| 4th Engineer | H. Lloyd |
| 4th Engineer | J. Durie |
| Junior Engineer | N.G. Rowan |
| Electrician | J. West |
| Chief Steward | P. Coles |

m.v. "CAPE ST. VINCENT"

| | |
|-----------------|-----------------|
| Master | W. Warden |
| Chief Officer | K.H. Montgomery |
| 2nd Officer | I. Taylor |
| 3rd Officer | A.R. Lanfear |
| Radio Officer | C. Ritchie |
| Cadet | C.A. Dowie |
| Cadet | G. Scott |
| Bosun | I.E. Jama |
| Chief Engineer | J. Allan |
| 2nd Engineer | D.J. Kelly |
| 3rd Engineer | J. Collins |
| 4th Engineer | D. Murdie |
| 4th Engineer | R. Dempster |
| Junior Engineer | D. Moore |
| Electrician | M. Flintoff |
| Chief Steward | H. Scollay |
| Chief Cook | W. Thompson |
| 2nd Cook | P. Keenan |

m.v. "CAPE WRATH"

| | |
|-----------------|-----------------|
| Master | A.B. Sutherland |
| Chief Officer | A.L. Davie |
| 2nd Officer | T. Reid |
| 3rd Officer | J.S. Johnstone |
| Radio Officer | J.K. Waring |
| Cadet | R.G. Wiggins |
| Cadet | R.D. Kincaid |
| Chief Engineer | A. Lounie |
| 2nd Engineer | J. O'Hara |
| 3rd Engineer | N. McKellar |
| 3rd Engineer | J. Stone |
| 4th Engineer | J.C. Radcliffe |
| Junior Engineer | C.F. Bartley |
| Electrician | A. Fanning |
| Chief Steward | A. Randle |
| Chief Cook | A. McCallum |

m.v. "CAPE YORK"

| | |
|-----------------------|--------------|
| Master | T.C.D. Hogg |
| Chief Officer | G. Anderson |
| 2nd Officer | P.V. Flynn |
| 3rd Officer | M. Pickup |
| Radio Officer | W. MacLeod |
| Trainee Radio Officer | J. Thomson |
| Cadet | J. Malcolm |
| Cadet | E. Henderson |
| Chief Officer | J. Loughran |
| 2nd Engineer | J.T. Rodger |
| 3rd Engineer | G. Sutton |
| 3rd Engineer | M. Floyd |
| 4th Engineer | R. MacRae |
| Junior Engineer | E.J. Muskett |
| Electrician | J. Robertson |
| Chief Steward | A. McGill |
| 2nd Steward | R. Ilderton |

P E R S O N N E L

(con'd.)

m.v. "TEMPLE ARCH"

| | |
|------------------|----------------|
| Master | D.L. Innes |
| Chief Officer | J.M. Mackay |
| 2nd Officer | C. MacDonald |
| 3rd Officer | P. Smart |
| Radio Officer | D. Gudgeon |
| C.P.O. | J. McFarlane |
| Cadet | C.J.B. Pyper |
| Cadet | A.J. Kinghorn |
| P.O. | F.E. Courtney |
| G.P.1 | G.A. Wardle |
| G.P.1 | D.G. Mardon |
| Chief Engineer | W. Moore |
| 2nd Engineer | D. Wright |
| 3rd Engineer | J.L. Blackwood |
| 4th Engineer | P.R. Lawson |
| G.P.1 | G. Pearn |
| G.P.1 | A. Picken |
| G.P.1 | D. McMahon |
| G.P.1 | P.M. Malissa |
| G.P.1 | F.W. Hugill |
| Electrician | R. Turriff |
| Chief Steward | R. Cathcart |
| Chief Cook | A. McGaw |
| G.P.1 | J. McCormack |
| 2nd Stwd. C/Boy | G.P.T. Meharry |
| G.P. C/Boy | L. Phillips |
| G.P. Asst. Stwd. | J. Brown |

ON LEAVE

| | |
|------------------|-----------------|
| Master | A. McLeod |
| Master | J. Hetherington |
| Master | P. Smith |
| Master | J.R.L. Cain |
| Master | T.R. Baker |
| Master | D. Sinclair |
| Chief Officer | H. Weddell |
| Chief Officer | J. Tattersall |
| Chief Officer | I.J. Barclay |
| Chief Officer | B.W. Lawson |
| Chief Officer | J. Hunter |
| Chief Officer | L.M. Hocking |
| 2nd Officer | A. Weir |
| 2nd Officer | T. Walker |
| 2nd Officer | G. McGregor |
| 2nd Officer | P. M. Cooney |
| 2nd Officer | J.W. Purdon |
| 2nd Officer | B. Hulse |
| 3rd Officer | M. Smith |
| 3rd Officer | C.F. Green |
| Radio Officer | D. Crawford |
| Radio Officer | B. Breslin |
| Radio Officer | D. McLeod |
| Radio Officer | L. Cameron |
| Trainee R/O. | E. Miller |
| Navigation Cadet | R.I. Mackenzie |
| Navigation Cadet | P.R. Abbot |
| Navigation Cadet | H. Kearney |

ON MIDSHIP CADET RELEASE COURSE

I.J. Waters
R. Richardson

ON LEAVE (con'd.)

| | |
|-----------------|-----------------|
| Chief Engineer | A. Davidson |
| Chief Engineer | D. Chalmers |
| Chief Engineer | J. McLennan |
| Chief Engineer | R. Taylor |
| Chief Engineer | J. Atkinson |
| 2nd Engineer | J.M. Ross |
| 2nd Engineer | G. McEwan |
| 2nd Engineer | T.E. Carmichael |
| 2nd Engineer | D.C. Smart |
| 2nd Engineer | T. Farrell |
| 3rd Engineer | J. Patton |
| 3rd Engineer | J. Henry |
| 3rd Engineer | J. Milne |
| 3rd Engineer | R. Neilson |
| 3rd Engineer | D. McKerracher |
| 3rd Engineer | G. Weir |
| 4th Engineer | A.W. Dickenson |
| 4th Engineer | W.H. Richmond |
| 4th Engineer | D.E. Marshall |
| 4th Engineer | B. Carcary |
| 4th Engineer | D. Morrison |
| 4th Engineer | J.B. Campbell |
| 4th Engineer | G. MacLeod |
| Junior Engineer | J.C. Orr |
| Junior Engineer | R. McLennan |
| Junior Engineer | W. McEacharn |
| Junior Engineer | I. Dewar |
| Junior Engineer | P. Cook |

| | |
|----------------|--------------|
| Electrician | R. McIntosh |
| Electrician | W. Hornshaw |
| Electrician | J. Thom |
| Electrician | W. Mack |
| Chief Steward | W. Mitchell |
| Chief Steward | T. Evans |
| Chief Steward | J.P.D. Smith |
| Chief Steward | A. Sisi |
| 2nd Steward | J. McMahon |
| 2nd Steward | G.A. Akers |
| Chief Cook | L. Davies |
| Chief Cook | T.W. Robson |
| 2nd Cook/Baker | R. Diamond |

SICK

| | |
|----------------|--------------|
| Chief Engineer | N. Nicolson |
| 2nd Engineer | K. Malhotra |
| 3rd Engineer | G. Law |
| Cadet | J. Paget |
| Bosun | P.D. Sharman |
| Chief Steward | J. Clancy |

STUDYING

| | |
|----------------|-------------------|
| P. Richardson | for Extra Master |
| A. Goodlad | for Master |
| P. Dyson | for Chief Officer |
| B.L. Lucas | for Chief Officer |
| J. Gibson | for Chief Officer |
| D.L. Coe | for Chief Officer |
| J.N. MacDonald | for 2nd Officer |
| S. Stacpoole | for 2nd Officer |
| R.S. Reid | for 2nd Officer |
| G.S. Copley | for 2nd Officer |

STUDYING (con'd.)

J.W.R. Daniels for 2nd Officer
 R.S. Duncan for 2nd Officer
 G.R. Watterson for 2nd Officer
 S. Yeamans for 2nd Officer
 C.J.W. Armstrong for 2nd Officer
 G.C. Gove for 2nd Officer

ENGINEERING CADETS ON O.N.D. COURSE

J.K. Prentice
 S.J.N. Beeley
 D.S. Charteris

ENGINEERING CADET ON PART 'A', 2nd
ENGINEER'S COURSE

J.R. Watson

-- 0 -- 0 -- 0 -- 0 -- 0 -- 0 -- 0 --

In response to a request made by one of the younger participants of Seastaff Three, who doubtless spoke for others as well, we list below the latest 'Top Twenty' Pop Tunes in their order of popularity on 24th October, 1969:

- 1) I'll Never Fall In Love Again - Bobbie Gentry.
- 2) I'm Gonna Make You Mine - Lou Christie.
- 3) Sugar Sugar - Archies.
- 4) He Ain't Heavy...He's My Brother - Hollies.
- 5) Space Oddity - David Bowie.
- 6) Lay Lady Lay - Bob Dylan.
- 7) Je T'Aime Moi Non Plus - Jane Birkin and Serge Gainsbourg.
- 8) A Boy Named Sue - Johnnie Cash.
- 9) Oh Well - Fleetwood Mac.
- 10) Nobody's Child - Karen Young.
- 11) It's Getting Better - Mama Cass.
- 12) Bad Moon Rising - Creedence Clearwater Revival.
- 13) Do What You Gotta Do - Four Tops.
- 14) Good Morning Starshine - Oliver.
- 15) Throw Down A Line - Hank and Cliff.
- 16) Return Of Django - Upsetters.
- 17) Love's Been Good To Me - Frank Sinatra.
- 18) Love At First Sight - Sounds Nine.
- 19) Don't Forget To Remember - Bee Gees.
- 20) Hare Krishna Mantra - Radna Krishna Temple.

And the Football League position, which was also requested. Position 19/10/69.

Scottish League : First Division

| | | |
|-----------------|----|--------|
| Hibs | 14 | Points |
| Dunfermline | 14 | " |
| Dundee United | 12 | " |
| Celtic | 11 | " |
| Morton | 11 | " |
| Aberdeen | 10 | " |
| Motherwell | 10 | " |
| Rangers | 9 | " |
| Kilmarnock | 9 | " |
| Hearts | 8 | " |
| St. Johnston | 8 | " |
| Dundee | 8 | " |
| Ayr | 5 | " |
| St. Mirren | 5 | " |
| Raith Rovers | 5 | " |
| Clyde | 4 | " |
| Partick Thistle | 4 | " |
| Airdrie | 3 | " |

English League : First Division

| | | |
|-----------------|----|--------|
| Everton | 28 | Points |
| Liverpool | 22 | " |
| Derby | 21 | " |
| Wolves | 20 | " |
| Leeds United | 19 | " |
| Coventry | 19 | " |
| Manchester City | 18 | " |
| Manchester Utd. | 18 | " |
| Stoke City | 17 | " |
| Tottenham H. | 17 | " |
| Chelsea | 16 | " |
| Newcastle | 14 | " |
| Notts Forest | 14 | " |
| Burnley | 14 | " |
| Arsenal | 14 | " |
| West Ham | 12 | " |
| Crystal Palace | 11 | " |
| West Bromich | 11 | " |
| Ipswich | 10 | " |
| Southampton | 10 | " |
| Sheffield Wed. | 10 | " |
| Sunderland | 9 | " |

C O N T R A C T

The General Purpose Manning Agreement means that all new construction from the "Temple Arch" onwards will be built with this in mind. The ships will be equipped for unmanned engine-room operation at night and also bridge control of engines - most of them incorporating a controllable pitch propeller. Various other ideas and measures for assisting in upkeep have been incorporated but of course it does not end there. Staff in these vessels will require to pioneer a new approach in ship management, the keynote of which must be maximum co-operation between departments. Much of this was discussed profitably with Seastaff Three.

We are working very hard on developing a new officers' pay structure which will be promulgated to Seastaff at the earliest possible moment and we trust will be considered satisfactory.

The Polaroid camera referred to on page one is a direct result of Seastaff Two, being one of many practical suggestions considered. These cameras, of the instant variety, are for official ship use and (we hope) are almost foolproof, if you will tolerate the expression!

Another item which we are following up is the extension of the provision of television receivers and universal aerials for officers and crew where not already catered for.

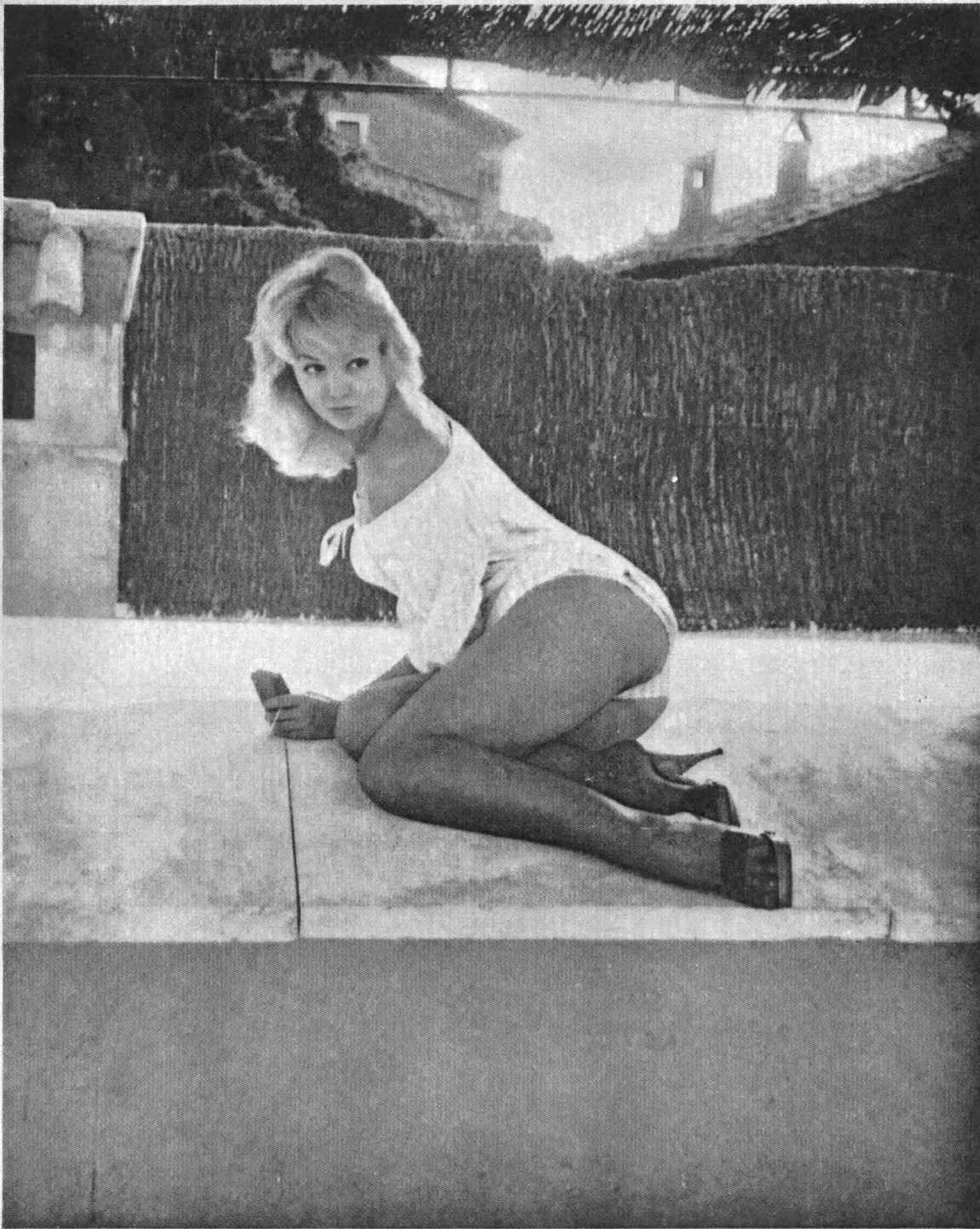
Seastaff Four is arranged to commence on 10th November. Nearer the time we shall be issuing invitations and anyone available and wishing to take part should notify the Marine Department. To maintain the personal atmosphere we are restricting numbers to ten each session. The third in the series was very successful and we think the participants share this view to the extent that they were most anxious that the Company should encourage the maximum number to take part - subject to available places. Another recommendation, which we support, was to have a good variety in the ranks and departments present.

A gale which swept Scotland on 22nd September, causing much havoc, also hit Norway and Sweden to an extent rarely encountered in those countries. Much damage was done and among the casualties were two large cranes in the Haugesund Yard which were completely destroyed. This may effect our building programme there, but to what extent we do not yet know.

With relief we can report a steadying-up of the Market which we hope will be sustained through the winter and the fleet is adequately covered for this period. We are now looking well into 1970 for in the second half of that year the new ships will be entering service in a steady stream and, as mentioned before, getting the necessary volume of cargo so far ahead is quite a job.

Back to TRIAD; all Seastaffs have mentioned the desire for news items from the ships and we certainly agree that this is highly desirable and space would willingly be given. The lack is news from the ships and, of course, we cannot print it if we haven't got it! So, we would earnestly ask some gallant soul to step forward and act as a reporter for his vessel. All he needs to do is to send in the bits and pieces of news, etc. about one month prior to publication and we'll fit them in. On this question of timing, aim for date of issue of TRIAD being the middle of January, April, July and October. Such items would boost TRIAD's appeal considerably, especially amongst its V.I.P. readers at sea.

"Cape York's" telex has been chattering its way steadily around the world and the results appear to be most interesting. The work of evaluation will be continued into her next voyage and we will be reporting our findings - perhaps in the next TRIAD.



**Carelessness
on top
can kill below**

