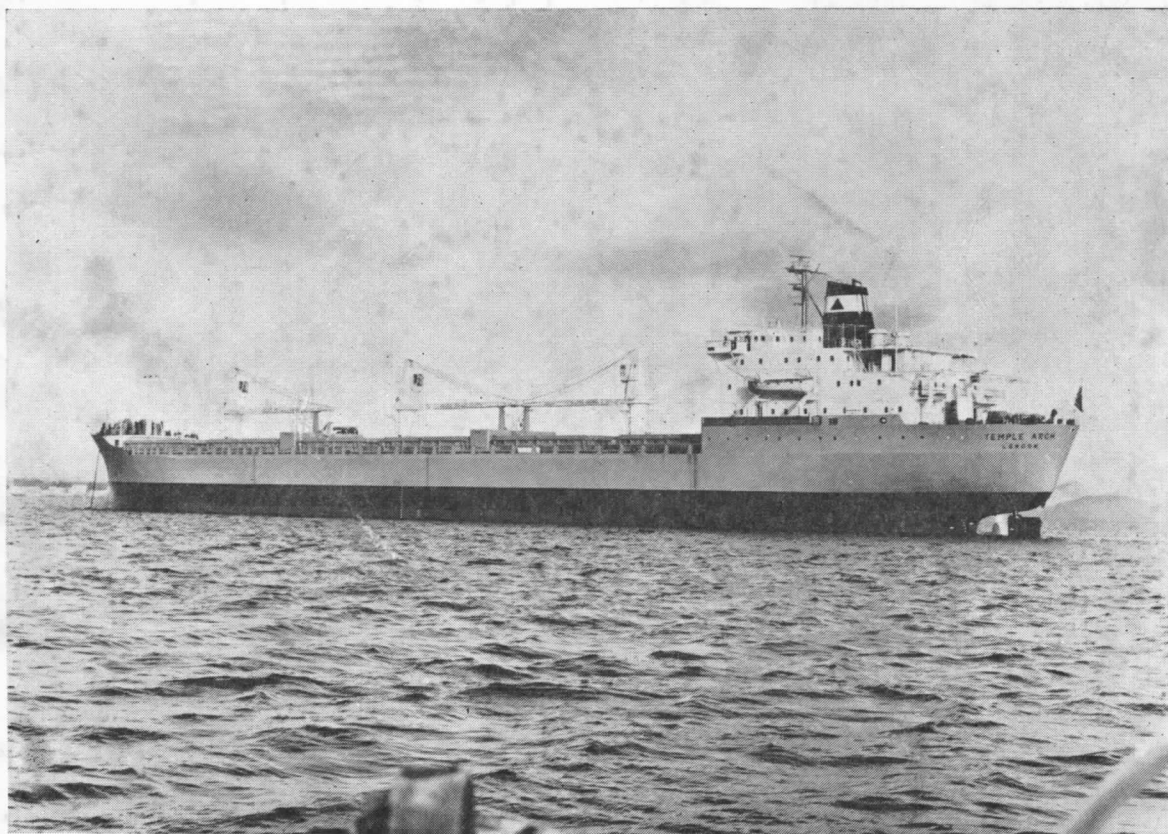


TRIAD

JOURNAL OF
Scottish Ship Management Limited



m.v. "Temple Arch"

This is the first opportunity we have had in 1970 to wish all our readers afloat and ashore a very happy and successful New Year. Whatever it may hold in store, we wish you good fortune.

Quite a number of important things have happened since we last wrote : firstly, it will shortly be announced that our Principals have ordered further tonnage and H. Hogarth & Sons Ltd. have transferred Horten Yard No. 173 to Lyle Shipping Co. Ltd. The two new ships are repeats of the Haugesund Class and are allocated as follows :- Yard No. 44, Hogarth : Yard No. 45, Lyle. Delivery is September, 1972 for No. 44 and December of that year for No. 45. As even we have some difficulty in keeping track, we thought readers would appreciate a Fleet Summary and this appears in this edition. "Temple Arch" is still on her maiden voyage and we expect to report on this voyage in the next issue. Meantime, in addition to her picture on the cover, we include within these pages further photographs and an account of her Trials.

Another item of note is the appointment in Australia as Chartering Brokers for Scottish Ship Management of Universal Chartering Pty. Ltd. of Sydney and Melbourne. Scottish Ship Management will be the main Owner Principal of Universal Chartering and we hope that the association will be a successful one for both Companies. The appointment underlines the growing importance we attach to our Australian connections and our desire to provide the most complete service possible. Mr. A.B. Willings, Universal Chartering's Managing Director, controls that Company's operations from Sydney and Mr. Peter Savage is in charge of their Melbourne Office.

Readers may see reference to the formation of a new company - Scottish Ship Management (Bulk Carriers) Ltd. - and it has been brought into existence to deal with a pool of vessels contributed by Lyle, Hogarth and Lambert for employment administrative purposes only.

Seastaff Five is planned for next month and the list of those taking part is now being compiled. Any Contract Staff wishing to take part in these meetings are welcome to contact the Personnel Department. These get-togethers continue to be useful and successful.

The next entry into the fleet is "Baron Renfrew" (Yard No. 167), due in service early April. This vessel is the most powerful of the class and is equipped with 3 x 15-ton electric cranes. The next edition of TRIAD will include fuller details. Two similar ships for Lamberts are due to come into service before the end of the year.

It is with considerable regret that we announce the death of Mr. J.R. Morton, a former Chief Engineer Superintendent of Lyle Shipping Co. Ltd. and we refer to this sad event at greater length in this issue.

Captain P. Smith has been offered, and has accepted, the position of Assistant Marine Superintendent with Scottish Ship Management. He will take up his appointment during the second half of this year and is presently standing-by during the building of "Baron Renfrew". He will take command of this ship on her maiden voyage prior to coming ashore.

The systems study now nearing its conclusion will result in some structural changes in the Office, together with some adjustments in the tasks of the Shore Staff. The latter have been closely consulted in the study and, indeed, have played a major part in the scheduled changes. We will publish details of the alterations after their completion sometime during the next few months.

In this issue a new feature - a short 'biography' (to date) of members of the Shore Staff - is included and will be continued in future editions as an aid to those at sea. Our aim is to have two in each number of TRIAD. We also felt (and still do!) that it would be an excellent idea to reciprocate by publishing photographs of Seastaff but regrettably the thought has met with no response from those at sea. It is a good way of getting to know one another and we therefore continue to hope that before too long there may be a change of heart.

OFFICE NEWS

Staff Changes :

Miss Margaret Docherty, Typist, left on 19th December, 1969.

Donald Cameron, Office Junior, left on 9th January, 1970.

Miss Morag Walker joined Lyle, Gibson & Co. Ltd. as a Typist on 17th November, 1969.

Mrs. Mary McGregor, Typist, joined the Staff on 26th January, 1970 and is working with the Purchasing Department.

Engagement :

On 15th December, 1969 Mr. Robert Irving, Accounts Department, became engaged to Miss Irene Russell. They have not yet fixed a date for their wedding.

Weddings :

We are pleased to report that Mr. William McMillan, Accounts Department, married Miss Christine Polland on 20th December, 1969 and Mr. Kendrick MacPherson, Accountant, married Miss Irene Provan on 10th January, 1970. We wish both couples all health and every happiness.

A wedding photograph of Mr. and Mrs. McMillan appears on Page 46.

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On 11th November, 1969 the Fifty-fifth Annual Dinner of The Glasgow Ship-owners' and Shipbrokers' Benevolent Association was held at the Central Hotel, Glasgow. A party of forty, including guests, attended from the Office and the Principal Speakers were Mr. Francis E. Hill, President of the Chamber of Shipping of the United Kingdom, and Sir Alexander R. Glen, K.B.E., D.S.C., Chairman of H. Clarkson & Co. Ltd. and recently appointed Chairman of the British Tourist Authority.

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The Annual Office Dinner-Dance was held on 20th November, 1969 at the Bellahouston Hotel, Glasgow. As on previous years, this proved to be a very enjoyable function and a most generous gesture was the 'free' bar. The hotel appointments, food, even the weather, combined to make this a very happy affair and the magnificent prizes won by many in the Tombola were greatly appreciated. Thanks are due to the Directors for their generosity in making the Dinner-Dance possible and to those who went to so much trouble in arranging it.

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The late Mr. James R. Morton : A.M.D. writes :

The death on 20th December of Mr. James R. Morton, late Chief Superintendent Engineer of Lyle Shipping Company, means the passing of yet another member of that small company of engineers who started their marine career in the days of the early motor vessels.

Mr. Morton was the son of Robert Morton, a well-known Clyde Consultant Engineer who was largely responsible for the design of the early Clyde paddle steamers, and a grandson of Provost Morton of Greenock who gave his name to the Greenock Morton Football Club.

James R. Morton served his apprenticeship at Scotts of Greenock and received his technical education at Glasgow Technical College. After drawing-office experience and marine diesel training, he joined the Lyle vessel "Cape of Good Hope". Mr. Morton served in all the Company's increasing fleet of motor vessels. In the middle thirties, while serving as Chief Engineer of "Cape Horn", he decided that he would like to gain experience of steam vessels and joined the Lamport and Holt Line where he obtained first-hand knowledge of turbines. After this he came ashore and was appointed Assistant to Mr. Peter Martin, then sole Superintendent of the Company; he became Chief Superintendent on the death of Mr. Martin in 1941, which position he held until his retiral in 1961.

Mr. Morton was a forthright yet a shy man; one who could not tolerate humbug. He never married; in fact, he could be genuinely described as a true misogynist, and wives on board ship certainly did not meet with his approval! Occasionally gruff to outward appearances, his bark was much worse than his bite and those who knew him found a very kind, warm and likeable personality and a

man of the highest integrity. The large attendance of friends, business associates and previous shipmates at his funeral was ample evidence of the esteem in which he was held by all.

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A Lyle Festive Occasion.

The retirement of our old friends, Captain Peter Wallace and Chief Superintendent Fred MacKerron, was the occasion of a small party of friends in the Western Club on December 11th to bid them 'au revoir' and to present them with momentos from the Board of Lyle Shipping Company Limited. In the case of Captain Wallace the gift took the form of a silver cigarette box with an appropriate inscription and dates of service, the House Flag and signatures of all the members of the Board of the Company; in Mr. MacKerron's case a self-winding watch with the dates of his service with the Company and his initials.

In making the presentations the Managing Director, Mr. Nicholson, referred to the long and valuable services (in the case of Captain Wallace over fifty years) given by these gentlemen to the Company. Both recipients replied suitably and bouquets of flowers were presented to Mrs. Wallace and Mrs. MacKerron.

Along with the other guests, the Board were delighted to have Mr. and Mrs. Hugh Hogarth and Mr. Alastair Hogarth representing our associates and friends, H. Hogarth & Sons Ltd. Mr. Hugh Hogarth asked to be associated with all the good wishes expressed by Mr. Nicholson in his presentation speech.

The whole evening was kept very informal and each speaker contributed to the merriment: for example, who would have thought our serious Managing Director would have believed in fairies and in wishes? It certainly was a pity that his 'Prince Charming' turned out to be "part worn".

Then again Captain Wallace, good shipmaster though he was, must have been a pretty poor typist and his lamentable error in rendering 'Bride' for 'Bridge' must have caused a deep blush on the face of Miss Bell, or whoever received his report.

We have always known that Mr. MacKerron looked loyally after his Owners' interests, but we were astounded to hear that he had entered into the 'Nitrate Trade' by his sale of fifteen tons of - was it 'Scrap'?

No references were permitted to 'B.E.A.' or 'C.P.A.' and, because of this, we understand Mr. S. was able to enjoy his dinner. Our new Director, Mr. Gibson, was able to see his colleagues on the Board in a social capacity, away from the formalities of the Board Room, and from the lively way he responded, it seems he has no regrets at joining this august body. The presence of the ladies enhanced the occasion and the organising of Miss Bell, along with her presence, made the event a memorable one.

J.P.A.

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D.M.T. writes:

The official retiral of Captain P.A. Wallace on 27th November was recognised by the Office Staff when, on that evening, he was presented with a transistor radio and a set of Black & Decker tools. Captain Taylor, in handing over the gifts, referred to Captain Wallace's fifty years of service, mainly with Lyle Shipping Co. Ltd. and latterly with Scottish Ship Management Ltd. and expressed the good wishes of all for a long and happy retirement. Captain Wallace returned thanks and entertained the assembled Staff to refreshments.

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Football Photograph:

The Autumn, 1969 number of TRIAD, Page 9, included a photograph of the Office Football Team. Most regrettably, this photograph (which was taken from a transparency) was reversed in the printing process with the result that only the centre figure in each row is correctly named! Therefore, for 'left to right' read 'right to left'.

PERSONNEL NEWS

Our congratulations to Mr. K. Malhotra on his promotion to Chief Engineer of m.v. "Cape Franklin".

Congratulations to Mr. D. Wright, 2nd Engineer on "Temple Arch", and Mrs. Wright on the birth of their son on 22nd January, 1970.

The waiting period when this young gentleman's arrival was imminent placed a strain not only on Mr. Wright but also on our communications system! However, all won out in the end.

Congratulations are also due to Apprentice G.S. Copley on his success in his Second Mate's Certificate. It only remains for him to complete his Radar Course to render him eligible for the issue of the Certificate.

Our congratulations also to Mr. Kenneth Love, son of Captain R.D. Love, on his success in obtaining his Second Mate's Ticket. Mr. Love is with Hunting & Son.

We are sorry to say that Mr. I.A.A. Dalton, 2nd Engineer, had to be landed at Takoradi from "Cape Sable" for medical attention suffering from a broken thigh bone and minor head injuries resulting from a fall at the ship's swimming pool. We wish him a quick recovery and return home.

We are pleased to know that Mr. H. Ostermann is now fit after the recent injury to his wrist. The accident happened on board "Baron Dunmore".

A tragic accident occurred on board "Cape Nelson" during the early morning of 1st January, 1970 which undoubtedly dampened the seasonal celebrations on that ship. James N. Green, Junior Engineer, after bringing in the New Year with the other Officers not on watch, took his leave of them soon after midnight to have some sleep prior to going on watch at 04.00. Soon afterwards the Second Engineer found Mr. Green lying unconscious at the foot of a stairway where he had fallen. The ship put in to Madiera to land him for medical treatment and he was admitted to hospital but, despite all the efforts of the doctors to revive him, he died early on 2nd January.

Mr. Green had only commenced his sea service in September, 1969 but had become a popular member of the ship's company and was known to be very abstemious in his conduct. He leaves a widow and young child to whom the sympathies of all associated with the Company have been extended.

A very generous collection was made on "Cape Nelson" for the benefit of Mrs. Green and her child and a cheque for £160 was given to her which proved of great assistance in relieving some immediate financial worries. Mrs. Green has asked us to convey, on her behalf, her very grateful thanks to all the ship's company who contributed.

We were sorry to learn that Mr. James Dallas MacLennan died at the West Cumberland Hospital, Hensingham, on the 9th January, 1970. For many years Mr. MacLennan sailed on Baron ships as Chief Engineer and his colleagues during those years and those who knew him will wish to offer their sympathy to Mrs. MacLennan.

Undernoted are some views recently expressed by The International Maritime Conference :

Echo-sounders, Radar and Gyro Compasses should be included in the Safety Regulations.

The type of life-jackets supplied by the Company, which are Board of Trade approved, also satisfy International Maritime recommendations - the jacket's chief feature being that, apart from keeping the wearer on top of the water for twenty-four hours, it also keeps the head face-upwards and out of the water.

A new definition for a Radio Officer : 'A person holding a radio-communication operator's general certificate for the maritime mobile service'.

Blazer Badge.

The sea horse that's shown on this page
Could well, very soon, be the rage
Of all those at sea,
Which includes you and me
And everyone else at this stage.

But right now he's just a suggestion
To which we would call your attention.
You have to decide
If you'd wear him with pride
On your blazer - and that is the question.



The badge shown is 'just a suggestion'; we want to know whether you like it as it is, what colours you would have it produced in, whether you would change the design slightly - or change it completely. So, all you artists, send us the perfect design; and all you scholars, give us the perfect words for the scroll. We would like your ideas as soon as possible so that a blazer can be produced for the summer. The suggested colour scheme for this badge is :- Black outside (surround), Red border, Dark blue background, Gold sea horse, trident and crown and the scroll Red, with Gold trim.

LOOK FOR MORE TROUBLES

Be thankful for the troubles of your job. They provide about half your income because, if it were not for the things that go wrong, the difficult people you have to deal with and the problems and unpleasantness of your working day, some-one could be found to handle your job for half of what you are being paid!

It takes intelligence, resourcefulness, patience, tact and courage to meet the troubles of any job. That is why you hold your present job and it may be the reason you aren't holding down an even bigger one.

If all of us would start to look for more troubles and learn to handle them cheerfully and with good judgement as opportunities rather than irritations, we would find ourselves getting ahead at a surprising rate. For it is a fact that there are plenty of big jobs waiting for men and women who aren't afraid of the troubles connected with them.

Robert R. Updegraff.

"TEMPLE ARCH" sailed from Nauru on 2nd February with a cargo of phosphate for discharge at Albany, Western Australia, where she is due on 15th February, and Bunbury. On completion at the latter port she will move to Port Pirie and there load concentrates for Avonmouth or Swansea, calling at Walvis Bay on the homeward run to lift a concentrates parcel.

"BARON CAWDOR" was taken on Time Charter by A/S Hav and A/S Havtank at the beginning of January and arrived at Corpus Christi, Texas, on the 2nd February with a cargo of concentrates loaded at Botwood, Newfoundland. On completion at Corpus Christi she will sail for Port Rhoades, Jamaica, where she should arrive about 5th February, and load there for Baton Rouge or Gramercy. From the Mississippi she will proceed to Peru to load fish meal for the Continent.

"CAPE CLEAR" sailed from Casablanca on 1st February with phosphate for Melbourne, where we look for her arrival on or about the 4th March, having called at Dakar on the 4th February for bunker fuel.

On departing from Melbourne she will load barley at a South Australian port for Kaohsiung, Formosa. Meantime, she is unfixed beyond Taiwan.

"BARON DUNMORE" After discharging a grain cargo at Rotterdam, this ship entered drydock at that port and then sailed on the 4th February for Tamara (Conakry) to load bauxite for Chaguaramas, Trinidad. As already reported in earlier TRIADS, she is on Time Charter to Saguenay Shipping Ltd.

"BARON FORBES" expects to arrive at Christmas Island on the 8th February to load phosphate for discharge at Port Kembla. On completion at Port Kembla she will move to Port Pirie to load a parcel of concentrates for Portland, Oregon, and before leaving Australia will call at Esperance to load a further parcel of concentrates for either New Westminster or Tacoma.

Meantime, she is unfixed beyond the Pacific North-West.

"CAPE FRANKLIN" sailed from Lower Buchanan (Monrovia) on the 29th January for Glasgow, where she should arrive on the 11th February. On completion in Glasgow she will return to Monrovia to load a further cargo of iron ore for the Tyne.

"CAPE HOWE" is expected to arrive at Puerto Ordaz, on the River Orinoco, on the 11th February to load iron ore for Glasgow, where we look for her arrival on or about the 27th February. She is not yet fixed beyond Glasgow.

"CAPE NELSON" arrived at Vitoria, Brazil, on the 3rd February and sailed from that port on the 5th with a cargo of iron ore for discharge at Middlesbrough. She has yet to be fixed beyond Middlesbrough.

"BARON RENFREW" was launched at Horten on the 14th November and is expected to be ready to sail from there on her maiden voyage at the end of March or the beginning of April.

"CAPE RODNEY" sailed from Supe (near Callao, Peru) on the 17th January with a cargo of fish meal and is expected at her first port of discharge, Amsterdam, on the 4th-5th February. From there she will move north to Brake and Hamburg to complete discharge and should sail from Hamburg on the 16th February.

From there she will shift down to Amsterdam, Rotterdam, Antwerp or a Spanish port to load for Peru. She is still on Time Charter to A/S Hav and A/S Havtank.

"CAPE RONA" is due at Moji on 7th February to commence discharge of her Casablanca phosphate cargo, completing discharge at Niihama and Miyako, from which last-named port she should sail on 19th February. On leaving Japan she will proceed to Nauru to load phosphate for Eastern Australia and after that will load a coal cargo at Newcastle, N.S.W., for Nagoya.

"CAPE SABLE" expects to sail from Avonmouth on the 5th February after discharging a cargo of zinc concentrates loaded at Port Pirie. She will sail for Hampton Roads, where we look for her arrival on 15th February, to load a coal

"CAPE SABLE" (con'd.) cargo for Japan and should arrive in that country at the end of March.

"CAPE ST. VINCENT" arrived at Pisco, Peru, on the 26th January for part of a cargo of fish meal, completing at Huacho, from where she should sail on the 5th February for St. Nazaire (where due about 24th February), Amsterdam, Hamburg and Brake.

She is expected to be re-delivered by the Time Charterers, A/S Hav and A/S Havtank, during the first week of March.

"CAPE WRATH" is due at Newcastle, N.S.W., on the 7th February to load a coal cargo for Nagoya, where she should arrive on or about the 22nd February.

From Nagoya she will move down to Christmas Island to load phosphate for Eastern Australia and on completion of that cargo will load concentrates at Port Pirie for Avonmouth or Swansea. However, a variation on the usual theme will be that from Port Pirie she will move to Mount Maunganui, New Zealand, and there lift a parcel of packaged lumber for discharge at Liverpool or Hull, proceeding home via the Panama Canal.

"CAPE YORK" sailed from Bunbury on the 22nd January with a cargo partly of ilmenite for Immingham and partly zircon for Antwerp. She will call at Antwerp first and is expected there on or about the 22nd February.

From Antwerp she will sail for Casablanca to load phosphate for Japan.

Cover Photograph

On this occasion we feature "Temple Arch" on the cover of TRIAD. The photograph was taken during her Trials and from this view it is possible to see the stores cranes on her poop.

News of Earlier Ships

It was reported in November, 1969 that the s.s. "Cissoula", ex "Baron Scott", 4,672 tons gross and built in 1940 by Lithgows Ltd., Port Glasgow, had been sold by F.A. Theodorides, Greece, to Chinese mainland shipbreakers and had sailed from Singapore Roads on 3rd September, 1969 for Hsinkang.

She had been sold to these Greek Owners by H. Hogarth & Sons Ltd. in 1961 and a photograph of the ship appears on Page 39 of this number.

We were sorry to read in Lloyd's List that the s.s. "Filtric", ex "Baron Berwick", had stranded on rocks known as Punta Curra, in Golfeira de la Curra, north-west Spain, on 12th January, 1970. On 14th January she was seen to have lost her funnel and the after part of the ship - about one-third of her length from the stern - was broken but not entirely torn away from the remainder of the hull. The entire crew was saved and the vessel subsequently broke-up completely.

This ship was built in 1956 by John Readhead & Sons Ltd., South Shields, for Kelvin Shipping Co. Ltd. and sold to Maureen Corporation, Panama, in 1965. She was renamed "Filtric" at that time.

A late and extremely sad item of news which we are sorry to have to report is that Mr. John Currie, Assistant Engineer Superintendent, suffered a cerebral haemorrhage at his home in Ayr during the night of 3rd/4th February and passed away during the morning of the 5th February.

We offer our very deep and sincere sympathy to Mrs. Currie and their family.

An appreciation of John Currie will appear in the Spring edition of TRIAD.

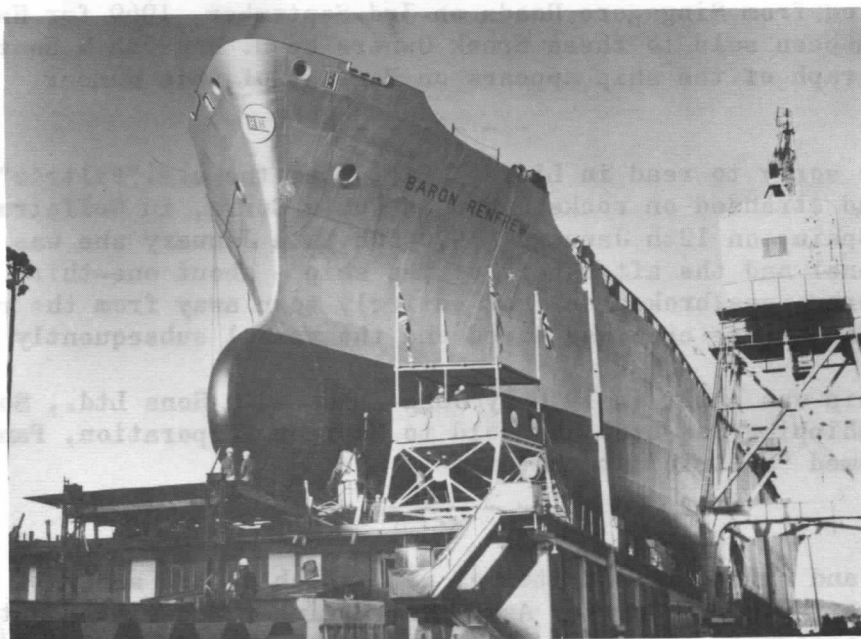
m.v. "BARON RENFREW"

At 1530 on the 14th November, 1969 this latest addition to the Hogarth fleet was launched from the Yard of A/S Horten Verft, Horten, Norway. The naming ceremony was performed by Mrs. M.B. Cheales, wife of a Director of Hogarth Shipping Company Limited and younger daughter of Mr. Hugh Hogarth. Our Norwegian hosts, who accomplish so much in the way of hospitality, even managed to arrange a cloudless, blue sky and brilliant sunshine for the occasion. The outdoor temperature, however, was normal for the time of year, being decidedly near zero!

The "Baron Renfrew" is virtually a sister-ship of the "Temple Arch" but will have more powerful main engines - twin Ruston AO V12 medium-speed diesels developing 12,000 b.h.p. at 450 r.p.m. and coupled through reduction gearing to a single shaft, to which is fitted a controllable-pitch propeller. The Builders expect to deliver the ship about the beginning of April, 1970 and she will then join the combined fleet of Hogarth, Lyle and Lambert vessels already managed by Scottish Ship Management Limited.

By coincidence, the 14th November last year was the twenty-first birthday of H.R.H. The Prince of Wales whose other titles are Earl of Chester, Duke of Cornwall and Duke of Rothesay, Earl of Carrick and Baron Renfrew, Lord of the Isles and Great Steward of Scotland.

The new vessel is the third Hogarth ship to carry the name "Baron Renfrew". The first was acquired in 1910 and sold twenty-two years later. The second was amongst the last, if not the last, ship to be built by the well-known yard of D. & W. Henderson & Company Limited, Partick, Glasgow, in 1935. She was sold to Greek Owners in 1961 and renamed "Adamastos", with which name she is still trading. A photograph of her will be found elsewhere in this edition.



m.v. "Baron Renfrew"

ready for launching at
Horten



"Baron Renfrew"
entering the water
for the first time



Mrs. M.B. Cheales,
"Baron Renfrew's"
Sponsor.



At the Reception
held after the launch.
Seated, left to right,
Mr. Langballe,
Mrs. Cheales,
Mr. Borchsenius.

As a follow-up to the foregoing, one of the guests present at the "Baron Renfrew" launch has been kind enough to write the following account for TRIAD.

A NORWEGIAN VISIT.

Those of us who were fortunate enough to be invited to the launch of the "Baron Renfrew" at Horten left Glasgow Airport at 0845 on the 13th November and flew to London, where we were joined by Mr. and Mrs. M.B. Cheales and Mr. and Mrs. Fred. Brown. Shortly after 1100 that day we were again airborne, en route to Oslo, and enjoying an excellent lunch. By 1300 we had arrived safely and were met by Mr. H.L. Brodie, who had travelled to Norway a few days earlier. Also there to welcome the arrivals were Mr. Robert Trythall and his wife. Getting quickly through the Customs, etc., we were soon speeding down the high-way towards Horten in bright, but nippy, wintry sunshine. By 1530 we were enjoying the comforts of the very fine Hotel Klubben.

On the evening of arrival a most pleasant informal dinner party was given in the Hotel by the Yard Management - the hosts being Managing Director and Mrs. F. Borchsenius. Traditional Norwegian food was served at this meal and each course was explained by our hostess - in perfect English. The evening simply flew past with good food and excellent company.

Launching Day, 14th November, dawned fine and sunny. The forenoon was a 'free period' to permit us to look round the town and at noon cars arrived to take the gentlemen of the party to the Yard where, after a light lunch, they were taken on a conducted tour of the Yard and also of the Maritime Museum, a tour which proved most interesting and informative. While the men of the party were thus engaged, the ladies were taken on a shopping expedition, followed by a quick lunch at the Hotel before they, too, proceeded to the Yard. At 1435 we all again met at a reception in the Managing Director's Office when we were honoured by the presence of His Excellency, The British Ambassador and his wife, Mr. and Mrs. Frank Benchley.

At 1530 the "Baron Renfrew" was efficiently, and most graciously, launched by Mrs. M.B. Cheales and the ship slipped perfectly into her true element with the best wishes of all and to the accompaniment of music from the local school band.

All the guests then moved to the Naval Officers' Club where an excellent meal was served. Speeches of welcome were made by the Yard's Managing Director and a presentation made to the ship's sponsor, Mrs. Cheales. Her reply, in Norwegian, was loudly acclaimed and said much for the preparation she had made. From 1900 onwards until midnight the evening was spent in 'pleasurable pursuits'. The highlight of the evening was the presentation of a first-class display by a dozen of the Yard Staff, both men and women. This took the form of Norwegian Troll songs and dances. All the costumes worn had been made by the participants and showed great ingenuity. During the evening Mrs. Cheales, Mr. Scott and several others were initiated into the Troll Society. Midnight came all too soon but everyone voted the evening a tremendous success.

Saturday the 15th was the day for our return to the U.K. but, right up to the time of departure, Norwegian hospitality continued. During the morning of that day, whilst en route to Oslo, a stop was made at the Sonja Henie Memorial Exhibition, where a most enjoyable hour was spent viewing the trophies, art collection, etc., of this world-famous Norwegian skater, who died recently. From there the next stop was at the Viking Ships - still in a wonderful state of preservation. Prior to departure for London at 1500 an excellent luncheon was laid on at the Airport - again by our Norwegian hosts.

London was reached during the evening of the 15th after an enjoyable trip. The thanks of all who made this trip are due to the Directors and Staff of the Horten Yard for all their hospitality and undivided attention. To H. Hogarth & Sons Ltd. we also extend our thanks for their kind invitation and for their generosity, coupled with the wish that the "Baron Renfrew" will prove a valuable addition to their modern fleet.

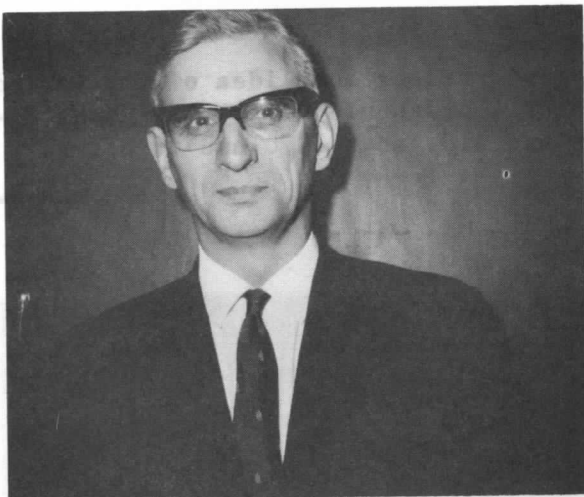


Mr. James Begg.

Joined Lyle Shipping Company in 1941 from the coasting firm of McCallum Orme & Co. Ltd., with whom he was employed for eleven years as Shipping Clerk and Relieving Purser. He entered the Crew Department in Lyles and during the War years dealt with all crew matters, including engagement of personnel for the fleet of fourteen ships, supervision of portage accounts and payments of Shipwreck Indemnity to survivors from vessels lost by enemy action.

He continued as Personnel Manager until early in 1964 when he became Manager of Cost Control, a new department created when stores and other cost control procedures were introduced to be fully implemented in 1965. He retained this position after the formation of Scottish Ship Management of which he is, of course, a founder member.

Married, with one daughter presently teaching Modern Studies at Craigbank Secondary School, Glasgow, and one son now in his second year of a Bachelor of Arts course at Strathclyde University, Glasgow. A keen bowler, Mr. Begg is a member of Nitshill and Hurlet Bowling Club and Glasgow Indoor Bowling Club.



Mr. Edward Robertson.

Born in 1920, he joined the Staff of H. Hogarth & Sons in October, 1936 from school. Starting as an Office Junior, he progressed through various duties to the Allotments Department in 1938 and thence into general duties in the Cash Department.

In 1940, at the invitation of H.M. Government, he enrolled with the Royal Army Medical Corps and with them saw service in the United Kingdom, Europe and West Africa, rising to the dizzy heights of Sergeant. He 'retired' in 1946 and returned to the Cash Department, subsequently being appointed Head Cashier in 1949. He held that position until the formation of Scottish Ship Management Ltd. when he became one of the founder members of the Company as Chief Cashier, his present position.

Married in 1943, he has three sons and his interests are reading, golf (or, according to him, 'a reasonable facsimile'), motoring, 'do-it-yourself' when his wife can talk him into it and smoking his pipe!

He is an Elder and Joint Treasurer of Greenbank Church, Clarkston.

Until now the Agency Service of Scottish Ship Management has remained in the background as far as publicity in TRIAD is concerned but where volume of work and results mean anything this part of the organisation is very much in the forefront and now is the time to give a resumé of the various agencies handled by the Department during the first complete year of Scottish Ship Management Ltd.

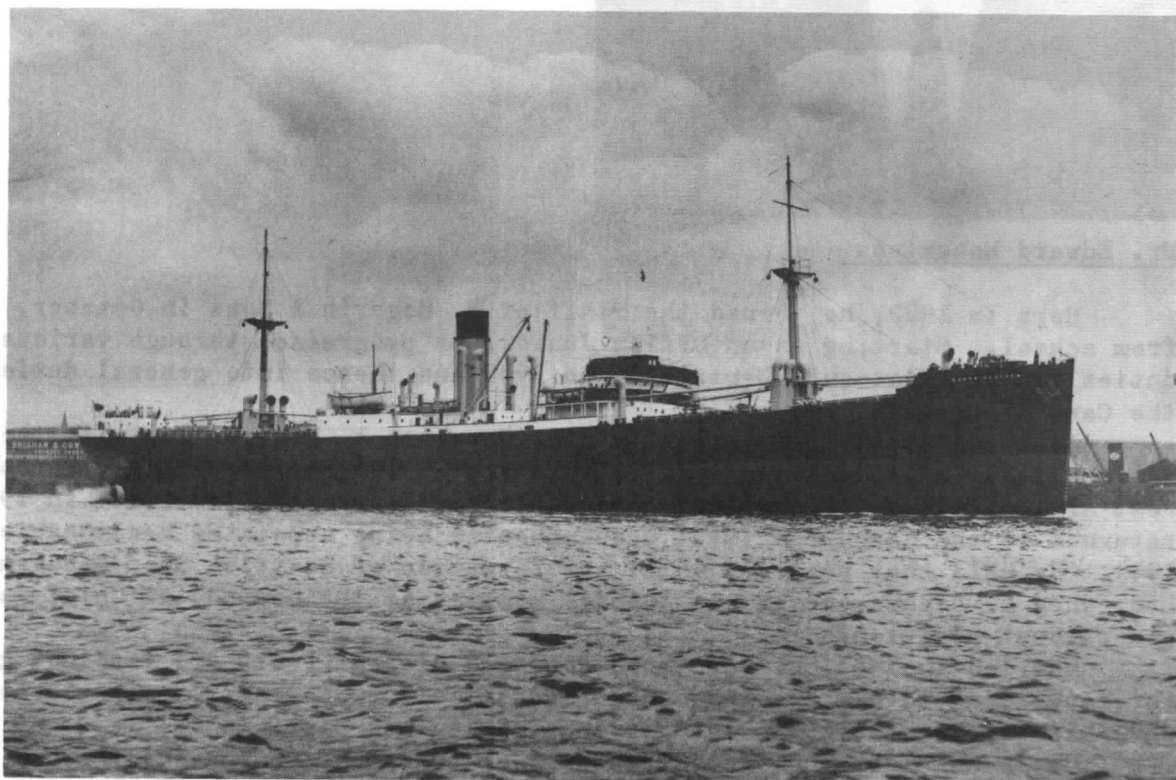
The year 1969 commenced, in traditional style, with the arrival of m.v. "Cape Rona" at the Clyde Anchorage on New Year's Day. She arrived from Philadelphia to discharge a cargo of grain. It is common knowledge that this ship, Norwegian-owned, is on long-term charter to Lyle Shipping Co. Ltd. and this in itself added to the pleasure of welcoming her on her visit to Glasgow. Needless to say, no-one could have guessed that this same ship would also be the final agency of a very eventful and interesting year, for she returned in December with a further cargo of grain - also loaded at Philadelphia.

As the year progressed, so the assortment of agencies accumulated. In April the first of two completely new agencies successfully acquired arrived with a cargo of grain from New Orleans. This was the m.v. "New Horizon", Liberian flag, which made a second call in August with a cargo of scrap-iron from Duluth, on Lake Superior. In July m.v. "Cornish City", built by U.C.S., Govan Division, successfully completed her trials and was duly handed over to her owners, Sir William Reardon Smith & Sons Ltd., Cardiff, a firm which has had and is having several ships built on Clydeside. Two sister-ships, m.v. "Bolivar" and m.v. "Altamira", were attended to in a supervisory capacity. Both vessels, Liberian flag, brought iron ore from Venezuela. Later, in December, "Altamira" changed ownership, becoming the "Aktion" but remaining under the Liberian flag and we were requested to act on behalf of the new owners. Also, December saw the second of the new agencies - the m.v. "Mai Bente", Norwegian-owned, which arrived with 26,000 tons of grain from Norfolk, Virginia. Incidentally, this cargo is one of the largest consignments of grain ever discharged at Glasgow. It was a pity that her call should be marred by an exceptionally slow turn-around due to adverse weather conditions in conjunction with congestion at the discharging berth.

It is hoped that the foregoing will give readers some idea of the varied activities of the Agency Service. The decks - or should it be the 'docks'? - are clear to handle all the agencies, new and old, that 1970 has to offer.

A.H.

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s.s. "Baron Renfrew" : 1935-1961

We are pleased to be able to report that "Temple Arch" put to sea on her maiden voyage after successful trials which, not surprisingly, were held exactly on schedule. By now we have come to accept this state of affairs as routine but it should not be forgotten that such a climax is only brought about by good relations between Owner, Manager, Shipbuilder and those Seastaff directly concerned. We are most fortunate in having built up just such a relationship - as those who have participated in the building of the Norwegian new tonnage will appreciate. Although we are very pleased indeed with our choice of Shipbuilder, we do not forget the help given by the Seastaff during the construction period and, we are pleased to note, their ideas are being expressed more freely since the introduction of our Seastaff Courses.

By reason of her propulsion design, the trials of "Temple Arch" were conducted on a different basis from previous trials when a one-day Technical and a half-day Acceptance Trial was normally all that was necessary. The "Temple Arch" left Horten at 0730 on the 28th October under the control of Mr. Stiansen and proceeded to Oslo Fjord where the usual routine took place, such as calibration of compass and D.F., windlass and anchor tests, steering and manoeuvring with the Ka-Me-Wa variable pitch propeller (which is an innovation to us), and a variety of tests in the engine-room covering instrumentation, alarm circuits, ship-driven alternators, etc. Apart from one or two snags which were soon overcome on her return, all went reasonably well. Those technicians whose interests had been successfully given a workout went ashore in the late afternoon and "Temple Arch" returned to sea for a further period - this time overnight - during which the main engine ran on instrumentation only for six hours with only two alarms during that period and this was generally considered to be a satisfactory test. "Temple Arch" remained at sea until 1500 on the 29th October, after which she returned to her berth to complete certain fitting-out details and take on stores. Gone are the days of returning after Acceptance Trials to panic loading, checking and stowing of stores and provisions with a crew completely new to the ship.

The day for acceptance had been planned many months before and, in typical Horten fashion, this took place on the prescribed day - 4th November. Again, all went well when "Temple Arch" was put through her paces. She manoeuvred extremely well, both Captain Innes and Mr. Moore in particular showing no signs of worry and obviously very pleased with the ship's capabilities. The speed over the measured mile was 17.42 knots.

As you will have read in previous numbers of TRIAD, the normal procedure is that after a traditional lunch, adequately washed down with Aquavit, many speeches are made during which congratulations are spread over a wide area incorporating all those involved such as Owners, Shipbuilders, Crew, Unions, etc. At this stage we might mention that we had with us Mr. Rooney, a member of the N.U.S., during the trials. Being an ex-bosun, he was interested in all the innovations built into the "Temple Arch". No Norwegian Acceptance Trial would be complete without these festivities but at this stage a change was made. Normally, after the end of the speeches, all the guests and staff not required for the running of the ship go to the navigating bridge where the handing-over ceremony takes place, when the Builder's Flag is lowered and the Owner's raised and the ship's documents formally handed over to the Captain.

This ceremony was delayed until "Temple Arch" was berthed to enable other well-wishers to enjoy the atmosphere of the handover. Mrs. Steele, wife of the Chairman of Lambert Brothers (Shipping) Ltd., having previously most graciously launched "Temple Arch" at an earlier date, had been invited by the Directors of Horten Verft to participate in the handing-over ceremony. Mrs. Steele was accompanied by Mr. Steele, Mr. and Mrs. Hope, Mr. John Marshall, Mr. Archibald Walker, Mr. Gillespie and Mr. and Mrs. I. Robertson representing English Electric. The local school band played appropriate music during the ceremony and later the ladies were escorted around the ship, which was in immaculate condition. The last component to be put through its 'trials' was the vending machine, which helped to keep the youngsters of the band from freezing up!

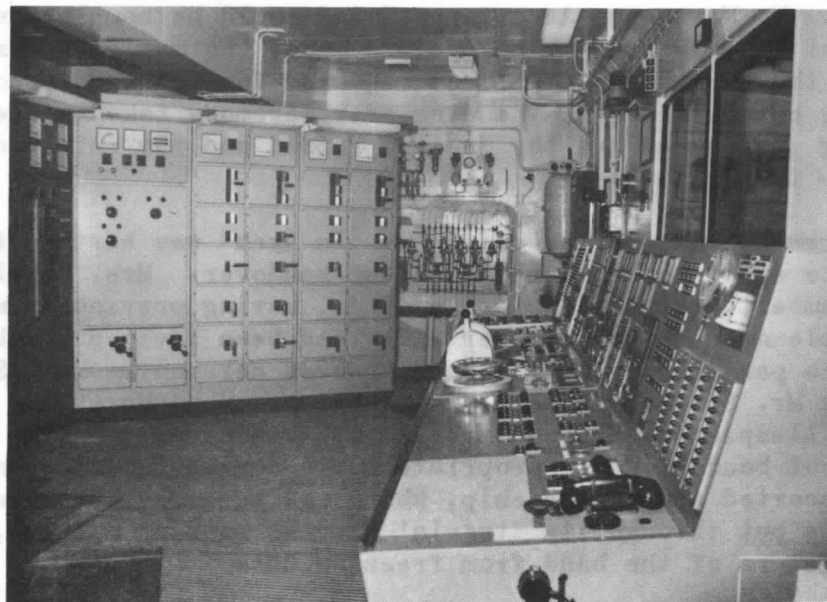
And so was concluded another successful part of the building programme which renewed our assurance that we are on the right lines with regard to our future newbuildings.



m.v. "Temple Arch"



"Temple Arch's" Wheelhouse



Main Control Board in Engine-room



Mr. and Mrs. R.W. Steel at the
Commissioning Ceremony on board
"Temple Arch".



Mr. William B. Moore, Chief Engineer,
at the Main Control Board during the
Trials.

m.v. "BARON DUNMORE",

December, 1969.

To : The Editor,
TRIAD.

Dear Sir,

McCaw Report No. 1.

Those in the Company who have followed the progress of this ship over the past few months will realize that we are not spending a great deal of time in port. In fact, if the progress is being followed really closely, it will be noted that we are not spending a great deal of time at sea either, so you will not be overly surprised if at times we are not quite sure just where we are! Time in port is not long enough to go on a real bender and, if it were, time at sea would not permit of a decent recovery. To while away the hours when we are neither at sea nor in port (and from the foregoing the reader will have gathered that this is most of the time) members of the crew have taken to keeping birds of an attractive, untameable, finger-biting macaw variety.

These birds are bought from the natives at Sandhills, which is an anchorage on the Demerara River midway between Mackenzie and Georgetown. Whilst a few of these natives have had Port Said training, they are not really professional salesmen, although they are doing quite well at two hundred cigarettes per bird and thirty shillings for a bunch of bananas to feed the brute on. At first these natives came out from the shore in hollowed-out logs; last time at Sandhills it was noted that they used outboard motors on these logs and now that we are passing Sandhills every two or three days they'll probably end up with helicopters!

To begin with, the birds liked only bananas but, after a while, it has been managed to change their diet to sunflower seed and hazel nuts. To ensure a ready, and steady, supply of hazel nuts the whole of Trinidad's Christmas nut stock for the coming Festive Season was bought and space has been chartered in no less than two ships to run sunflower seed from the Argentine to the "Baron McCaw" - oops, sorry! - "Baron Dunmore" silos at Georgetown.

The bunches of bananas are still being bought for it is necessary to use a few of these during the weaning period. The remainder are not wasted, thanks to the Chef, who came across a delightful old recipe which entails slicing the bananas and covering them with custard (mmmmmm.....yummmmmmm!). The birds do not care for this dish but the rest of us are finding it quite tasty.

There are quite a number of us who do not own a bird. It will be appreciated that now we are out for over six months, those among us who are on the old Shipboard Allowance Scheme are feeling the pinch. Only the cheque-bearing Capitalist Class are able to own these birds - not that I have anything against these newly-rich, but I do feel that they should share their prosperity.

Whether the birds can talk or not is a hotly debated point. I feel the most that can be said is they make sounds like 'words' which do not make sense to anyone, excepting possibly the owner of the bird.

Charlie, the big macaw who was bought in Smalkalden, has a broken wing and can claim to be almost every colour of the rainbow. Charlie can make sounds like words in Dutch - just what they would mean to a Dutchman I wouldn't know - but in English they sound downright vulgar. The owner of Charlie allows me to clean up after him and promises that if I make a good job of it I may in time be allowed to clean up after Charlie. As the saying goes - "You can't win them all".

When the weather is warm and I've made a good job of my cleaning, I'm allowed to take Charlie out on deck and give him flying lessons. Charlie isn't doing too well but the Writer, who has never flown before, managed the length of the foredeck a couple of weeks ago. A collision with No. 1 Crane cut short this flight; however, when my leg heals I intend trying again. (How's about the crane? Ed.)

Well, Mr. Editor, this is about all the news from this source for the present. In a few days time one of the Sailors is presenting a Paper to the Deck Crew Debating Society and it may be that this Paper, and the ensuing discussion, will be worth recording.

Sincerely,

X

Ahmed, TRIAD Reporter,

"Baron Dunmore".

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Now, all you other Reporters, how about following Ahmed's example and letting us hear of the goings-on on board your ship?.

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FIDO, THE FEARLESS FOOTBALLER.

I have read with interest the various articles published in recent issues of TRIAD concerning the singular behaviour of certain sea-going pets (i.e. animal pets!). There can be no doubt that these animals reveal, from time to time, an innate sagacity which is disconcerting to the average mind. Needless to say, the avowal of the Housing Department Councillor that 'stories are getting taller and taller' should not necessarily be considered apposite in this context and, indeed, the unimpeachable source from which these eye-witness accounts emanate must preclude any dubiety regarding their authenticity.

Fascinating as these anecdotes are, it seems rather a pity that they are devoted, in toto, to the exploits of the sea-going pet. The land-lubber pet appears to be the victim of a 'closed shop' policy which is entirely unjustified because, on the subject of nous, he is at least on a par with his nautical counter-part.

In witness thereof, I once new a dog that played rugby football for one of our better clubs. It may have been the West of Scotland, but on this point I would not be adamant. Time, the Great Eroder of Memory Banks, has not left me entirely unscathed. However, I well remember the occasion on which the dog played his first game for the First Fifteen. Accompanied by his team mates, the dog took the field - the picture of tonsorial perfection as befits a gentleman who plays rugger (or a person who plays soccer for Willie Waddell's Wonders!).

Shortly after the kick-off the dog gathered the ball on his own twenty-five yard line and, evading tackle after tackle, raced through the opposition to score a magnificent try right between the posts. A chap standing next to me, who knows all about these things, said that it was the most astonishing try he had ever had the pleasure of witnessing.

The captain of the team was naturally delighted at the prowess shown by this canine neophyte and, patting the animal on the head, gave it a dog biscuit which he happened to find in the pocket of his shorts.

"Dear old Bowfie", enthused the elated captain, "Jolly fine show, now be a good fellow and just convert that try for us".

The dog stared at his captain in astonishment. "Have you gone stark, staring bonkers?", it enquired, "Who ever heard of a DOG kicking a goal?".

J.T.

SEASTAFF FOUR.

Having read in TRIAD how useful previous Seastaffs have been in supplying 'emergency' personnel to the Company's ships, it was with some apprehension that we, the eleven members of Seastaff Four, arrived at 40 Buchanan Street on a typical Monday morning last November.

When we were assembled in the Board Room, Mr. Andrew Nicolson welcomed us with the pleasant news that as Captain Love was away and Mr. Morrison was on holiday, there seemed little likelihood of any of us being 'shanghaied'!

The week's activities began with a talk from Mr. H.A. Walkinshaw on 'The Company and its Future'. This was followed by a guided tour of the various departments in the Office during which it was noticed that several of the Course participants spent rather a long time examining the typewriters - or was it their operators?

When lunch-time arrived, it was unanimously decided to accept Mr. Nicolson's advice and inspect one of Glasgow's oldest pubs, Sloans, the only pub in the Argyle Arcade.

As the week progressed, discussions became more prolific and comments increased on both sides. This was evident during Mr. Smith's talk for when he suggested that ships employed on the Saguenay Charter should be able to return to the United Kingdom at least once a year, one member retorted "I should b.... well hope so!" (under cover of which remark he helped himself to the last chocolate biscuit.)

On Wednesday morning Mr. T.S. Shearer gave us a very clear account of the chartering side of the business and then introduced us to the Company's Brokers who, somewhat naively (we thought), asked if there were any questions on their side of the business. The immediate reply was somewhat invidious - "How can you justify your commission on the ore carriers?" Fortunately, their dealings with S.S.M. have given them a good sense of humour and they took all our questions in good part.

After this session we were invited to the Western Club for lunch with the Directors. The luncheon was excellent and we returned to the Office fully refreshed and ready to receive Mr. McConn's talk on 'G.P. Manning'. We all felt a little sorry afterwards for Mr. McConn as he had to face the full brunt of our well-imbibed attack.

On Thursday afternoon Mr. Begg had the Chair and the discussion became quite animated with a certain gentleman brandishing a letter (purporting to have come from Mr. Begg) making certain suggestions regarding Mr. Begg's department. However, this suited Mr. Begg well for it gave him the chance to explain more fully the workings and reasoning behind Cost Control and Waste Prevention. The discussion that followed gave all those present a better understanding of the departments concerned.

In summarising the week's activities, it was unanimously agreed that a great deal had been learnt of the Office and its workings. A discussion with the Project Department (a department previously unheard of by most of us) had been of particular interest and value to us all and we hoped that we had been of some use to them.

The Company's new policy of publishing the salary scales was fully discussed and unanimously approved but there seemed to be some disapproval that a special payment should be made to those officers serving on G.P. ships. The Company explained that it was felt necessary at this time to give a G.P. payment to maintain the differential between officers and ratings but eventually this would make no difference as all Company ships would be G.P.-manned.

In conclusion, we all agreed that when possible all Contract Officers in the Company should attend a Seastaff and, in addition, two cadets should be invited and so give them an understanding of how their Company operates.

A request that any office appointment which becomes available in the future should be advertised in TRIAD was agreed to by Mr. H.A. Walkinshaw, who said that it was the Company's policy to fill any office vacancy with sea-going employees where possible.

A special vote of thanks was given to Mr. Andrew Nicolson, the Course Co-ordinator, for his help throughout the week - even if he did forget to order the steak pies on the Tuesday!

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A COMMENT ON SEASTAFF

A year has now passed since the introduction of these Courses and in this year we have held four meetings. Each one is remembered differently - for the recommendations and ideas expressed by each group have not necessarily been the same; indeed, if they were there would be little point in continuing with the idea of holding these meetings in the future.

However, looking back on Seastaff Four, which took place in November, one cannot help wondering how we ever got along without them. No-one who is 'resident' in the Office had ever met, for instance, Mr. Hocking, who is well-known by Seagoing Staff but who had only been a name to Office Staff, except for those who had been fortunate enough to travel to a ship on which he was serving. He is one example and there are many others in a similar position and, of course, this situation works both ways.

The 'Office Photographer' appeared to find Seastaff Four participants in a photogenic mood and in the accompanying photographs will be seen, from left to right :

Mr. Hocking, Mr. Weir, Mr. Smart, Mr. Chalmers, Mr. Smith, Mr. Crawford, Captain Smith, Mr. McLennan, Captain Hetherington, Captain Dootson and Mr. Leiper.

By the time you have read this Seastaff Five should have taken place as it is proposed to hold it from Monday, 9th to Friday, 13th February, 1970.



Seastaff Four
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THE POWER OF ADVERTISING

A man, following the plea so often seen in advertisements, went to work on an egg. Unfortunately, on the way he had a puncture so, what did he do? Why, he went straight to a Shell Service Station!

(From 'The Log', Furness-Withy Group).

AROUND THE WORLD IN 313 DAYS

It was with great pleasure that I had the opportunity of speaking to Robin Knox-Johnstone (the first man to sail non-stop around the world single-handed) on his recent visit to Glasgow to promote his book "A World of my Own".

To those of us who are content to stay on dry land all our lives, apart from the amateur buccaneer amongst us who prefers to paddle down the River Clyde once in a while, a trip of 30,123 miles conveys no idea of the magnitude of effort and determination required to navigate a small yacht single-handed around the world.

I was surprised to learn that, although only thirty years old, Robin Knox-Johnstone holds a Master's Ticket and has been active in the Merchant Navy for the past thirteen years with the British India line. He said that he would not attempt the same voyage again but was looking for something more adventurous, (marriage perhaps?). The route he followed from the United Kingdom by way of the Cape of Good Hope, South Australia and Cape Horn was treacherous enough, not to mention the psychological problems of loneliness, depression and general mental strain coupled with the realities of leaks, ripped sails, contaminated water and constant radio transmitter failure which had to be conquered on a voyage of this magnitude.

One of the brighter sides of his voyage was his small 'carry-out', consisting of one case each of whisky and brandy, not to mention 120 cans of lager - hic! - needed to keep his 'engine-room' in working order.

Robin Knox-Johnstone is such a modest man in many ways and obviously full of living, but in no way is he a big sensation seeker. This is really what made me admire him in what he achieved in the face of the great odds against him all the way around the world. His is the gift of simplicity of purpose and sensitivity of reason, and solidity of determination. There are not many pursuits left to show man's fight against the elements of nature yet, to measure up to all these, and more, single-handed for 313 days and in the end to succeed, shows the guts, stamina and courage which this man possesses.

A.S.D.

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At Seastaff Four it was suggested that News Items would be welcome in TRIAD, therefore the following page or so contains excerpts of news which should be of general interest and might form subjects for discussion and conversation.

Caledonian Airways, the Scottish International Airline, has acquired a fifth long-range Boeing 707-320C convertible passenger/cargo aircraft. The 707-320C, latest in a long line of successful 707 jet aircraft, offers substantially better economies than previous models.

The airline has signed an agreement with the recently-formed British aircraft leasing partnership, Airlease International, under which Caledonian is to lease a Boeing 707-320C for ten years from November, 1969.

Caledonian's new aircraft has already entered commercial services on trans-Atlantic and European-Far Eastern services.

With the acquisition of the fifth 707, Caledonian now operates substantially more long-range jet equipment than any other British or European independent airline. In 1968, Caledonian became Europe's largest trans-Atlantic charter passenger carrier.

One of the oil companies which operate mammoth tankers, when speaking of their 326,000 ton vessels, stated that they have found these huge ships handle better than some smaller, conventional ones. It is found that a fully-laden mammoth tanker, travelling at 14.8 knots, could be stopped in $1\frac{3}{4}$ miles and the

turning-circle at 14.6 knots was just short of three times the tanker's length (1,133 feet). An 'unexpected advantage' discovered was that these huge ships seem 'almost impervious to weather'. In heavy weather rolling has consistently been less than ten degrees and, even in a severe typhoon off Japan, one of these ships rolled only seventeen degrees in ballast condition.

Mr. T.J. Wood, Managing Director of Sir James German & Sons (Swansea) Ltd., died at the end of November, aged 64 years. Mr Wood was well-known to many whose ships called at Swansea with German acting as Agent.

Two big Dutch groups, William H. Muller & Company and Internationale Credit & Handelsvereeniging 'Rotterdam' have decided to merge. With a labour force of 16,000 and an annual output between them of fls.1,750 million, the combine will occupy fifth place in the ranks of industrial and commercial interests in the country.

The Muller Group operates in the fields of shipping, shiphandling (agency) at major European ports, forwarding and storage, mining and the ore trade. Internationale Credit activities are 75% commerce but for some time its activities have been widening to cover technical installation and construction.

The working companies of both Groups will continue to operate under their own names.

In mid-November it was reported that the liner "United States" had been withdrawn from the North Atlantic run and was at that time in drydock at Newport News, Virginia, (where she was built), prior to being laid-up indefinitely. Her furniture and fittings had been removed ashore.

It was suggested that an Australian syndicate was interested in acquiring her for immigrant traffic but it was also suggested that Chandris Lines might be interested in her. It will be recalled that they bought the "America" from the U.S. Lines and run her on the emigrant and tourist run between Southampton and Australia as the "Australis".

The reason given for ceasing running the "United States" is that operating subsidies are being cut under the U.S. maritime programme and the U.S. Line's operating differential subsidy agreement with the Federal Government expired on 31st December, 1969.

A later report (end November) indicated that the ship might be turned over to the U.S. Department of Defence for transportation of military personnel from S.E. Asia and for taking servicemen to the various rest and recuperation centres in the Pacific. The U.S. Lines have offered the ship for this purpose without charge to the Government.

Whilst in operation, the ship has recently been losing more than \$4,000,000 per year.

Shell recently opened what is claimed to be the largest oil refinery in the world at Pernis, Rotterdam. It has a processing capacity of twenty-five million tons of crude oil per year.

A new crane with a lifting capacity of fifty tons was placed on the slipway at Haugesund Mekaniske Verksted, Haugesund, during November and was destined to be ready for use at the end of December. A 50-ton and a 10-ton crane at the Yard were blown into the water during a fierce storm which swept the Scandinavian countries during the night of September 21-22 last. Readers will recall that this was reported in the Autumn number of TRIAD.

Flag Preference: The Government of Uruguay has issued a decree to the effect that fifty percent of all that country's exports and imports must be carried in ships of the home fleet, high duties being imposed on all cargoes brought into the country in foreign vessels.

Uruguay joins Argentina and Brazil as the third South American country to issue such a decree to protect home shipping.

The m.v. "Magga Dan", well-known for the part she played in the past in transporting and supplying Antarctic expeditions and more recently for her involvement in running cruises to the Antarctic, has been sold by J. Lauritzen, Esjberg, to Norwegian owners and renamed "Sao Nicola".

The Royal Navy's rum ration is to be abolished on 1st August, 1970 and in its place the allowance of beer for junior ratings is to be increased from two to three 12-ounce tins daily, while petty officers and chief petty officers are to be allowed to buy an eighth of a pint of spirits daily at duty-free prices. So, the Navy order 'Up spirits' will be piped for the last time at 11 a.m. on Friday, 31st July, 1970.

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The Royal Naval Torpedo Factory at Alexandria, Dunbartonshire, is to close at the end of 1970 because of a design failure in the Mark 24 Torpedo which was to have been produced there. If the torpedo does go into production, the contracts will go to The General Electric Company and Plessey, Ltd.

This is not the first time the building which houses the Royal Naval Torpedo Factory has seen change. It was originally built (in an ornate style more in keeping with a municipal building than a factory) as the Argyle Motor Car Company factory - a make of car which has been out of production for many years - and the Royal Navy took over the factory from Argyle Motors in 1937.

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It looks as though a Clyde tradition going back for no less than 157 years, sailing 'doon the watter', is about to come to an end. The Caledonian Steam Packet Company announced in December that, for financial reasons, the "Queen Mary II" will sail from Gourock instead of from Bridge Wharf, Glasgow, next summer. Bridge Wharf will cease to be used at all by vessels of the C.S.P. Co.

At the same time it was stated that the paddler "Caledonia" is to be sold, leaving only one paddler, "Waverley", on the Clyde. However, it is just possible that she may get a temporary reprieve if she is required to fill in on one or two of the Clyde services until the various vessels allocated to these duties are ready for service. It has also been reported that a group of steamer enthusiasts in the West of Scotland, the Scottish Branch of the Paddle Steamer Preservation Society, are interested in purchasing and operating her.

The Caledonian Steam Packet Company and David MacBrayne, Ltd. are now controlled by the recently-formed Scottish Transport Group.

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The Dutch Shell tanker "Marpessa" (206,600 tons deadweight) was swept by fire after an explosion when 170 miles off Dakar in mid-December and sank on the 15th of that month. She is the largest single ship loss yet sustained by Lloyd's marine underwriters. The "Marpessa" was in the final stages of cleaning tanks when the explosion occurred, having earlier discharged her first cargo without incident at Rotterdam. She was Japanese-built.

Another Shell tanker in the 200,000-ton class, the 209,000 ton "Maetra", also suffered a tank explosion and fire (in No. 4 tank) on the 29th December. She was in ballast in the Mocambique Channel at the time, on passage from Havre to Mena-al-Ahmadi. She has an insured value of £6,500,000, is British-owned and was completed in March, 1969 by Howaldswerke-Deutsche Werft, Kiel. It was subsequently reported that the fire had been brought under control and the ship was sailing for Beira. Regrettably, two were killed, two badly burned and four less seriously injured in this incident.

Yet another super-tanker has been stricken by explosion and fire - all three of them within a fortnight. The 220,000-ton Norwegian tanker "Kong Haakon VII", owned by Hilmar Reksten of Bergen, was off the Liberian coast, in ballast, at the time, on passage from Finnart to the Persian Gulf. Fortunately, in her case there was no loss of life but her foredeck was damaged. She put into Monrovia for examination.

These three tanker incidents display some remarkable similarities. All three were completed in 1969 (the last-named was built by Akers Mek. Verkstads, Norway), all were of about the same tonnage and all were in ballast at the time of the explosion.

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A new steering control system has been devised by Sperry engineers at Bracknell to provide a remarkable hydro-dynamic braking system for giant vessels which will cut their stopping distance very substantially.

The hydro-brake system uses a special version of the all-electric Sperry Duplex steering control system working through twin starting engines and twin rudders. Operation is simple; throwing a selection switch on the bridge causes the rudders to move 'hard over' in opposite directions so as to apply maximum drag.

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Japan Air Lines ("J.A.L.") will soon start a service linking Tokyo, Paris and London, via Moscow. It is hoped that the first flight will be on 28th March, 1970. The time required for the Tokyo/Paris leg, with a one-hour stop-over in Moscow, will be approximately fourteen hours - or about $3\frac{1}{2}$ hours less than the

present Polar route between Japan and Europe.

"J.A.L." is the first foreign carrier to acquire the right to fly over Siberia. "J.A.L." and the Soviet-run Aeroflot are now running a joint, regular service between Tokyo and Moscow over Siberia but under the present arrangements only Soviet aircraft and pilots are used - with Japanese cabin staff on some flights.

A similar agreement to the first-mentioned above has been signed between the Russians and Air France which will allow the French airline to fly the Siberian route from Tokyo, commencing on 1st April, 1970. An agreement has also been initialled with B.O.A.C. and negotiations are well advanced with Scandinavian Airlines System (S.A.S.) and the Dutch airline K.L.M.

In November the 1,000 foot tanker "Manhattan" arrived safely in more southerly waters after having successfully negotiated the North-West Passage, her 4,500 mile journey having been from Prudhoe Bay, on Alaska's north coast, to Philadelphia. En route she had been forced to turn back in the McClure Strait and take a southwesterly route around Banks Island when it was found that McClure Strait was blocked by 10,000 square miles of polar ice pack.

The tanker made the voyage in an endeavour to ascertain whether it will be possible to develop the North-West Passage for all-year use by commercial shipping. During the trip the vessel was assisted by a space satellite 600 miles above the earth which gave the ship a constant fix on her position.

With the arrival of the German m.v. "August Leonhardt" at Rotterdam during the early part of December the 30,000th ship to call at that port in 1969 was recorded - just twelve hours later than her counterpart in 1968.

In 1968 a total of 32,145 ships (155,501,133 tons nett) was recorded and up until 11th December, 1969 the total number was 30,064 (162,656,035 tons nett).

A tanker of 400,000 tons deadweight - the world's largest - has been ordered by Globtik Tankers Ltd., London, from Ishikawajima-Harima Heavy Industries Co. Ltd., Japan. Work on the ship is expected to start in 1972 and she should be completed in 1973.

During December reports were heard of a £30 million deal between Swan Hunter Shipbuilders and a Glasgow shipping firm (unspecified) for the building of twelve 27,000-ton deadweight bulkcarriers and later news was that the deal had fallen through.

Seemingly, the negotiations failed at a late stage by the introduction of a fairly substantial price increase.

The largest lifting-vessel in the world, constructed by The Rotterdam Drydock Company, was recently commissioned, her name is "Taklift I" and she is owned by Van Den Tak.

She is of 2,370 tons deadweight, is diesel-electrically driven and has a lifting capacity of 800 - 1,200 tons.

One of her very first assignments is the lifting of three sunken vessels in the Mersey to clear channels and so enable 200,000-ton tankers to use the Mersey next year.

On Monday, 19th January the "Arran" commenced service between West Loch Tarbert, Gigha, Jura, Islay and Colonsay. She is one of the 'A.B.C.' boats (the others being the "Bute" and "Cowal") which have been in service for some years in the upper reaches of the Firth of Clyde and she replaces the "Lochiel", which has been in service for more than thirty years.

The "Arran" can carry more cars than "Lochiel", does more trips, and the fares are lower. Whereas "Lochiel" used a sling-loading system, "Arran" is side-loading.

The Chesapeake Barge Corporation, a subsidiary of the Moran Towing Corporation, has signed a contract for the construction of a 23,000-ton barge by the Bethlehem Steel Corporation's Shipbuilding Division at Beaumont, Texas.

It is believed to be the largest barge ever built for use on inland waterways and it will operate on Chesapeake Bay. It is expected to be delivered in June of this year.

In the Spring, 1969 edition of TRIAD we announced our intention of fitting a teleprinter on "Cape York" and Mr. D.G.M. Crawford, Radio Officer, has written the following assessment of this equipment after a period in use on the ship.

TELEX ON BOARD "CAPE YORK"

Most of you will be familiar with the concept of the Radio Officer as the chappie who sits in the radio room muttering to himself whilst sending streams of dots and dashes into the ionosphere. The "Cape York" and her sisters are about to change this radically with the advent of radio teleprinting installations aboard ships.

The teleprinter installation aboard the "Cape York" consists of the following four main items : transmitter, receiver, error corrector and the teleprinter itself. The teleprinter is exactly the same as that used in any business office and in fact the one in use on "Cape York" was previously used in an office. The error corrector is a device used to eliminate any error which may occur in the radio path between ship and shore. Its operation is basically the same as an electronic counter and the unit consists purely of integrated circuit boards, it is therefore one of the most complicated pieces of electronic equipment on board. Transmission and reception of the teleprinter signal is done via the ship's main transmitter and receiver, although in fact on the "Cape York" two new marine radio receivers were supplied in order to assess their potential.

The aim of the Company in fitting such a system throughout the fleet is to enable more efficient control of the fleet from the Office. With contact via the telex being possible direct from the Office to the ship anywhere in the world at almost any time it becomes clear that the Office can check such things as stores control, planned maintenance and ship movements, for instance, much more quickly and efficiently than at any time before.

It is envisaged that in the near future it will be possible for the Office to contact a ship direct by telex without the necessity for the radio officer to be even in the radio room to set up the contact. Even with the present system used on "Cape York", it is possible without any difficulty for the ship's senior officers to operate the teleprinter - provided they can type on a normal type-writer keyboard.

One of the many ways in which the telex may be used to help ships' crews is that the cost of sending traffic from ship to shore is very much reduced and it is envisaged that with the spread of this system crew members may be allowed to send or receive letters to or from their families from any part of the world at very little cost - i.e. about 2d. per word compared with the present minimum of 6d. for S.L.T. traffic.

The installation on board "Cape York" is, of course, purely an experimental one and was used only to prove that radio communication is possible by telex to the United Kingdom from anywhere in the world. This now having been proved, we can await the decisions and prototype installation of a comparable system.

One additional point which I feel should be mentioned is that the success of the "Cape York's" trial voyage was, in very large part, due to the considerable assistance given to the vessel by the operators at Portishead Radio under Mr. Mulholland.

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A small boy was out a walk with his Dad. At every turn he would ask a question : "Dad, what building is that?" "Don't know", replied Dad. "Hey, Pop, where does that road go?" "Haven't the faintest idea", said Pop. "Daddy, how many pounds are there in a ton?" "Sorry, son, can't remember", answers Daddy. "Father, why is so much smoke coming out of that chimney?" "I really do not know", says Father.

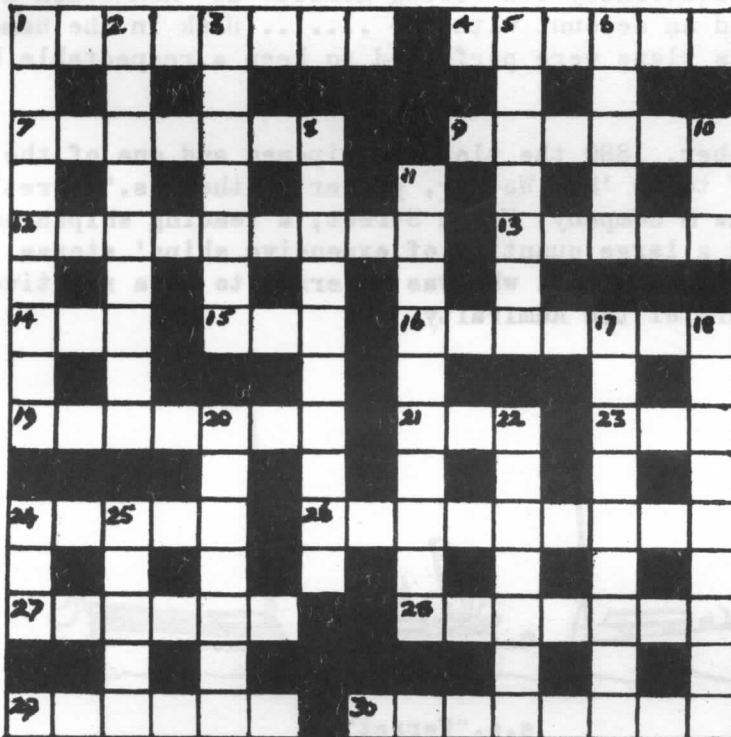
Some time passed during which the lad said nothing, and then he turned to his father, saying "I'm sorry, Dad, always asking you questions". "That's all right", replies Dad, "If you don't keep on asking questions, you'll never learn anything!"

CROSSWORD

(Solution of Page 40)

Across

1. To support a cause (8)
4. An animal sign - some follow it for a lifetime (6)
7. Make nothing of it! (7)
9. Arrived at over water only (6)
12. (Also 24 Down and 6 Down) Lords Spiritual is one of them (7,2,3,5)
13. A place of confinement - not maternal (5)
14. Also (3)
15. Eggs! Something fishy here (3)
16. Quite a burden (7)
19. To ruin (7)
21. This kind of war needs a bit of teamwork (3)
23. Clumsy kind of a boat (3)
24. Fashion (5)
26. Levelling out (9)
27. An odd number this - two ones finish even (6)
28. Vacuum power (7)
29. Superlatively shrewd (6)
30. The links will give the answer here (8)

Down

1. Changed (9)
2. Cleansing operations (9)
3. He should make a good impression (7)
5. The sailor started it but free him from blame (7)
6. See 12 Across
8. Past times, as the poet might say (10)
10. A Scottish dove (3)
11. Requiring no exertion (10)
17. Surviving (9)
18. Those who represent representatives (9)
20. Make amends for (7)
22. Swift looks (7)
25. Choose from the selection (5)

J.T.M.

The following account is taken from a fairly rare book dealing with maritime matters, *The History of Steam Navigation* by J. Kennedy published in 1903, kindly loaned to us by Mr. J. Robertson.

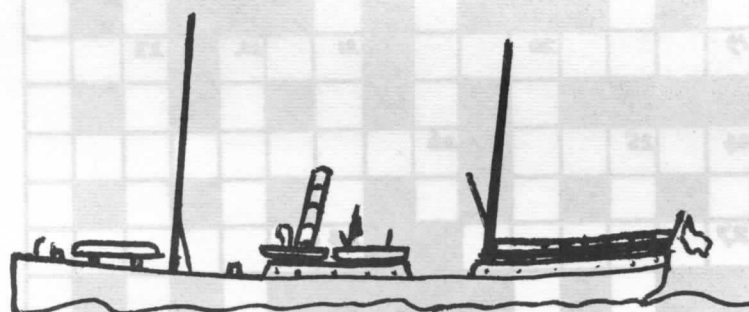
THE REMARKABLE HISTORY OF A GLASGOW STEAMER

Decidedly the most dramatic incident ever recorded in the annals of steam navigation was the theft of the steamer "Ferret" and the piratical seizure and sale of her cargo of coffee.

The "Ferret" was a screw steamer measuring 170 feet, 9 inches in length, 23 feet, 2 inches beam and 12 feet, 7 inches depth; builder's measurement 439 tons with a probable carrying capacity of 400 tons deadweight cargo, in addition to coal in bunkers. She had compound engines of 90 h.p. nominal and her reputed speed was 12 knots per hour. She was built on the Clyde in 1871 by the well-known firm of J. & G. Thomson for G. & J. Burns, of Glasgow, from whom the Highland Railway Company purchased her for their mail and passenger service and she held a Board of Trade certificate for 200 passengers.

The conspirators who succeeded in stealing this vessel laid their plans with great care and attention to detail and carried them out with marvellous audacity. One of them took an office in Gracechurch Street, London, and obtained a supply of printed stationery describing himself as 'Henderson & Co., Shipbrokers, etc.'. He also opened an account with the Bank in the name of 'Smith', taking care until his plans were perfected to keep a respectable balance to his credit.

Early in October, 1880 the plot had ripened and one of the gang, representing himself to be 'Mr. Walker, purser of the s.s. "Ferret"', called at the office of Douglas & Company, Union Street, a leading shipchandlers firm in Glasgow, and ordered a large quantity of expensive ships' stores. The stores were for account of 'Mr. Smith', who was referred to as a relative of Mr. W.H. Smith, late First Lord of the Admiralty.



s.s. "Ferret".

Naturally, references were required and were freely given. Mr. Smith had chartered from the Highland Railway Company the steamer "Ferret" for a six month cruise in the Mediterranean, his wife having been ordered by her doctor to take a long sea voyage. The "Ferret" was then in J. & G. Thomson's Yard being overhauled preparatory to the cruise. Both of these firms could be referred to, as well as Mr. Smith's bankers and Henderson & Company, Shipbrokers, Gracechurch Street, London. The bankers were written to and replied that Mr. Smith had an account with their bank. Henderson & Company were also applied to and, of course, gave a very favourable account of Mr. Smith.

The merchants, being satisfied with the result of their enquiries, supplied the stores, which included an excellent selection of first-class wines specially brought from London. The account, which amounted to £1,490, was presented to Walker who gave a bill at three months endorsed by Smith. It is to be presumed that the first half-month's charter was paid as customary in cash in advance because the conspirators, having got possession of the "Ferret", were in no violent hurry to get her out of British waters.

About the 20th October William Griffin joined the steamer at Greenock as Chief Engineer. Although Griffin was not placed on trial, yet it is to be noted that he had prior acquaintance with Walker, who had introduced him to Smith. It is also undeniable that without the assistance of Griffin and the ship's carpenter the alterations which were made in the steamer could not have been effected.

From Greenock the "Ferret" sailed in charge of a crew of 'runners' to Cardiff, Robert Wright (alias Carlyon) being Master and Walker (alias Wallace) acting as purser. The steamer arrived at Cardiff on 22nd October and remained there for three days, taking in a cargo of coals for ship's use. The coals, of course, were paid for by valueless bills on London. At Cardiff the 'runners' were discharged and a fresh crew, strangers to the "Ferret", were shipped. Smith (otherwise Henderson) also embarked at Cardiff, accompanied by 'Mrs. Smith'.

The "Ferret" sailed from Cardiff on the 25th October and put into Milford Haven, probably from stress of weather, where she remained for about a week. She left Milford on the 1st November, ostensibly for Marseilles. In pursuance of this report she passed through the Straits of Gibraltar on the morning of the 11th of the same month and, showing her number, requested to be reported.

Having steamed out of sight of the signalling station, the crew were set to work to change the colour of the funnel from white to black and of the boats (with the exception of two) from blue to white and at night, with her lights screened, the "Ferret" returned westwards through the Straits. While passing through the two boats which had not been altered, some empty casks, several lifebelts and other articles, all having the steamer's name painted on them, were thrown overboard for the purpose of making it appear that the vessel had foundered. So evident did this seem that as a matter of fact the underwriters paid the Highland Railway Company their claim for the total loss of the ship.

That same night all the crew were sent aft to the saloon where Smith made a speech to them in which he stated that he was a political refugee from the United States; that he had purchased the "Ferret" to use partly as a yacht and partly for trading; that after he had traded for some time he would sell the boat and make it worth their while to keep his secret but, on the other hand, if any of them disclosed anything they saw or heard on board, he would blow their brains out! The crew, when arrested, alleged that it was the fear of this threat which prevented them from giving information when in port of what they knew to be suspicious actions.

Avoiding the Canary Islands, presumably as being too much frequented by British shipping, the conspirators kept away to the southward until they reached St. Vincent, C.V. Entering the harbour, they anchored there for several days, during which they took in fresh water and a supply of pigs, poultry, fruit and vegetables, paying for them in their usual manner by means of worthless bills.

The Times (23rd June, 1881) Sydney correspondent states that after leaving St. Vincent the vessel's name was altered to "Benton", but this seems improbable as it would be apparent that the "Ferret" did not founder in the Mediterranean and further it would have left a clue by which she could easily have been traced. The truth probably is that the alteration was made immediately she got clear of the Straits of Gibraltar. Be this as it may, the s.s. "Benton" arrived at Santos on the 26th December.

At Santos Smith went ashore and lost no time in opening negotiations with the local shipping agents, to whom he stated that the "Benton" was from Cape Town in ballast, bound for England. The negotiations resulted in the shipment of 3,992 bags of coffee, consigned to various consignees at Marseilles. Having obtained this cargo, the "Benton" sailed from Santos on 11th January, 1881 but instead of proceeding to Marseilles she steamed direct to Cape Town.

While the "Benton" was steaming across the South Atlantic, the Glasgow holders of the bill for £1,490 received some information which made them uneasy and on presentation of the bill when due, it was dishonoured. The account was closed, the balance had been withdrawn and the acceptors whereabouts were unknown. The holders then applied to Henderson & Company but the letter was returned 'Gone, no address'. Then they wrote to the Highland Railway Company and received a reply from the secretary to the effect that the Highland Railway Company had already done all in their power to trace the "Ferret" in their own interests, having received no charter money from the

-cation with Lloyds agents and enquiries had been made all over the world. About ten days before receipt of the merchants' letter the Highland Railway Company had heard that the "Ferret" had arrived at Malta, but on cabling there had received a reply denying the report. They had cabled a second time, ordering the vessel to be seized at Malta in the event of her putting in there.

Meanwhile, the "Benton" was nearing Cape Town, laden with coffee shipped at Santos. During the voyage further changes had been effected in the appearance of the vessel and the name "India" was substituted for "Benton". The original name ("Ferret") had previously been filed off the ship's bell and now, as a further precaution, the ship's number on the main hatch coamings was altered to '77942'. The "India" put into Cape Town on the 29th January and at once began to discharge her cargo. The conspirators had provided themselves with a printing press and had all the necessaries on board, including revenue stamps of various nations, by which they were able to manufacture the vouchers and documents necessary for the success of their frauds. At Cape Town Smith produced an invoice with a printed heading purporting to be an invoice for 3,992 bags of coffee sold to coffee planters at La Guayra (a small port in Venezuela) to C.S. Henderson & Company and with it a receipt for the amount duly stamped. He succeeded in selling the cargo and realized by the sale of it about £11,000. He had to accept in part-payment bills to the extent of £8,000, drawn on the Standard Bank, Clement's Lane, London, payable nine months after date. It is satisfactory to know that the frauds were discovered before the bills matured and payment of them was stopped. After the discharge of the cargo Smith tried to sell the steamer but, not succeeding in his attempt, he shipped a quantity of coal and sailed on 14th February for Mauritius. The conspirators arrived at Mauritius on the 1st March but did not succeed in getting any plunder there and so they 'cleared out for Guam'.

The next port they entered was Port Albany in Western Australia, from whence they steamed direct to Melbourne. Here Wright and Walker offered the ship for sale but received no offers. While in Melbourne, several circumstances made the Customs officers and the Harbour Police suspect that there was something wrong about the vessel. It was observed that the fires were always banked so that steam could be raised at the shortest notice. Captain Wright never left the steamer and none of the crew (except Walker, the purser) were ever allowed shore leave. The Customs authorities instructed one of their officers to make a special investigation of the matter, and he reported that there was no steamer of the tonnage given registered at Lloyds in the name of "India", but that the particulars of tonnage and dimensions corresponded with the register of the missing steamer "Ferret".

Noting all these suspicious circumstances, the Customs authorities determined upon prompt action. Requisitioning two crews of the Water Police, as it was feared there might be violent opposition on the part of the steamer's crew, the Commissioner of Customs seized the vessel on the 27th April. Their anticipation of resistance was, fortunately, not realized as the crew surrendered without opposition. Although the authorities had been extremely cautious in their enquiries, it is evident that the conspirators became aware of what was being done for when the steamer was seized Smith, 'Mrs. Smith' and Captain Wright had fled. The previous day Smith and 'Mrs. Smith' removed from their cabin a number of articles and amongst them were two heavy, iron-bound boxes which were never traced. Smith succeeded in getting away from Melbourne to a distant township but was arrested. 'Mrs. Smith', who had disappeared for a time, reappeared when she heard of his arrest and visited him in prison. The object of her visit may be surmised from the fact that shortly after her visit Smith tried to escape by filing through one of the bars of his prison window. Captain Wright had found a retreat in a Melbourne sailors' lodging-house but, having got drunk and quarrelled with his landlady, he was thrown out and arrested for being drunk and disorderly! When the charge was being booked at the police station he was recognised as the missing master of the steamer for whom the police were searching.

Confirmation of the suspicions which induced the Commissioner of Customs to seize the steamer was speedily obtained. Traces of fraud were quickly discovered on the ship's hull and appointments and in the ship's books and papers - some of the latter being found in very unusual places of deposit. Between the pages of a log-book a seaman's advance note was found with the name "Ferret" on it. There was also found a cypher code by means of which communication might be made between those in the vessel and others on shore. It also

serves to show the unscrupulous character of the criminals and the extreme length to which they were prepared to go. One or two quotations will illustrate the truth of this assertion :

"Accept charter referred to and lose vessel before you arrive in port. Don't fail".

"Get out of port the best way you can, but sink the ship before you allow them to stop her".

"Destroy all papers, etc. and sink the ship if possible or burn her and get away. Make best of your way over here".

"Things going wrong. Mate not to be trusted ; shall get rid of him".

"Things going wrong with some of the crew ; must get rid of them".

"Things going wrong with the whole of the crew ; must get rid of them".

"Lost vessel, landed here today, all hands forward lost".

"Game is all up, all discovered, destroy or hide everything and make yourself scarce. Communicate with me through the arranged channel".

Among the papers seized was a card from a Dr. Bonefin. Now a swindler of this name - not a common one - was convicted shortly before the arrival of the "Ferret" for obtaining goods by false pretences from a number of Melbourne jewellers and was sentenced to a term of imprisonment in Pentridge Gaol. In the cypher code referred to above Melbourne figures as '51', so it is extremely probable that Bonefin was one of the conspirators ashore.

A Cabinet meeting of the Victorian Government was held on the 9th May and on the following morning the opinion of the Attorney-General was published, as follows :

"The Government of Victoria seized the "Ferret", which entered this port (Melbourne) as the "India", in the interests of the rightful owners, domiciled apparently in Great Britain. At the present time no-one in Victoria is in a position to show this Government such a title to the "Ferret" as would clear the Government from possible liability. It appears to me that the Commissioner of Trade and Customs should hold the "Ferret" until proper papers are produced in Melbourne by a legally authorised agent of the actual owners, whose title should be clearly proved by the needful papers from England. This being done, and delivery charges paid, the ship should be delivered. If it is deemed desirable to expedite delivery of the ship, this Government is entitled to require that the Board of Trade of London should give a certificate as to the owners. Such certificate, along with an indemnity to pay all costs, and an indemnity by the owners, should be deposited with the Agent-General for Victoria in London, who would telegraph any instructions the owners may wish to give as to the way they wish the ship to be dealt with and this Government should then act accordingly. At the same time, it would be well to learn whether the Imperial Government wished to take proceedings against any of the offenders and, if so, what course it intended to take. All necessary documents and evidence should be transmitted without delay. The Master, also the person who represents himself as the owner, and another person are charged here with forging the register of the ship, that offence having been committed with a view to a fraudulent sale".

Eventually, the three criminals arrested, i.e. Smith (alias Henderson alias Benard), Wright (alias Carlyon) and Walker (alias Wallace) were indicted on three counts, 1, Conspiracy to defraud the owners of the "Ferret", The Highland Railway Company, 2, Conspiracy to defraud intending purchasers of the "Ferret" in Melbourne, and 3, Conspiracy to deceive the Commissioner of Trade and Customs by entering the vessel in a false name and to obtain a certificate of sale under which the ship could have been sold in that port. They were all acquitted on the first count, but convicted on the second and third. Smith and Walker were each sentenced to seven years penal servitude and Wright to three and a half years. This result is most remarkable - no mention is made of the frauds perpetrated in Glasgow, Cardiff and St. Vincent, nor of any steps to secure the confederates on shore.

As for the unfortunate crew, who had received no wages, they obtained a temporary refuge in the Melbourne Sailors' Home. The later history of the "Ferret" is briefly told. She was purchased in 1885 by the Adelaide Steamship Company, Currie Street, Adelaide, South Australia for employment in the Australian coastal trade.

(It would be interesting to hear from these friends what eventually became of the ship. - Ed.)

Q U I Z .

- 1) What was Guayana originally called?
- 2) In which castle was Mary Stewart, Queen of Scots, executed?
- 3) What is the main component of soot?
- 4) When is St. David's Day?
- 5) What is 'Nelson's Blood'?
- 6) Which Scottish county has the smallest population (of people!)
- 7) What is (or was) a calumet?
- 8) What is the meaning of the name Valparaiso?
- 9) In which town in Great Britain did F.W. Woolworth open his first branch?
- 10) Who are the Prime Ministers of the following countries?
(a) Rhodesia, (b) Northern Ireland, (c) India, (d) Sweden
- 11) Name the 'new towns' of Scotland.
- 12) Which bird is sometimes called the 'goat of the air'?
- 13) Who (a) married the former Mrs. John F. Kennedy?
(b) performed the first heart transplant?
(c) came third in the last U.S. Presidential election?
- 14) What would you do with the following? (i.e. eat it, throw it, etc.)
(a) Chanter, (b) Chartreuse, (c) Chapatees, (d) Charette.
- 15) With which mountains do you associate the following?
(a) Sir Edmund Hillary, (b) The Greek Gods, (c) Whympier.
- 16) Give the proper names of the following pseudonyms
(a) Robinson Crusoe, (b) Stalin, (c) Hitler.
- 17) Who were the mothers of the following?
(a) Jesus, (b) Cain, (c) Isaac, (d) Joseph, (e) Moses.
- 18) What is a tomally?
- 19) What is a yak?
- 20) What is the origin of the term 'Yankee'?

(Answers on Page 40)

31.

SO YOU THINK YOU'RE CLEVER?

(Answer the following - if you can!)

- 1). Given that $a = b$, prove that $2 = 1$.

$a = b$, therefore $a^2 = ab$, therefore $a^2 - b^2 = ab - b^2$, therefore $(a + b)(a - b) = b(a - b)$, therefore $a + b = b$, therefore $b + b = b$. So, $2 = 1$! What's wrong?

- 2). Three men went into a restaurant for lunch and, after their meal, they asked the waiter for the bill. This duly arrived and totalled 30/- so the men paid 10/- each. The waiter then went to the cashier with the money and when she checked the bill found a mistake as the correct total should have been 25/-. So, she gave the waiter 5/- to return to the men but the sly fellow put 2/- in his pocket and gave the men 1/- each. Having originally paid 10/- each and then getting back 1/- each, they had paid 9/- each. Well, 3 at 9/- is 27/- and the waiter had 2/- in his pocket which gives a total of 29/-, so where did the other 1/- disappear to?

- 3). A boy was standing beside a pond which was an exact circle and he threw a pebble into the precise middle, thus making ripples. Now every ripple was twice the size of the one before it and as the ripples gradually got nearer the perimeter of the pond it was seen that at the half-way stage there were twenty-five ripples. How many more would there be to reach the perimeter?

- 4). At 1900 hours on 28th February, 1968 I set my alarm so that I would get up on time the next morning. In fact, I set it for 0800 hours and, feeling very pleased at this almost unheard-of solution, went to bed. How many hours elapsed before the alarm went off?

- 5). A king had twelve regions in his empire and the time came when he decided that his lords should pay him one gold bar for every month that he had sub-ruled his region. So, at the end of every year the twelve lords brought twelve bars of gold and gave them to the king. After a while, the king discovered that one of the lords was not giving him the correct weight in gold. He was suspicious of the capabilities of his wise man and he therefore gave him twenty-four hours to find out who the culprit was. He also stipulated that the wise man could use the weighing-machine only once. But he did tell the wise man that every bar weighed exactly two pounds, except those belonging to the lord who was cheating him and that all his bars weighed exactly one ounce less. The wise man succeeded in solving the problem, thus saving his life, but how would YOU have fared?

(Answers on Page 41).

The Autumn number of TRIAD contained a description, written by Captain A. McK. B. Warden, Depute Principal, of the new Glasgow College of Nautical Studies and we are pleased to include in this issue a further article from Captain Warden. In the Autumn edition it should have been mentioned that Mr. H.A. Walkinshaw is a Governor of the College.

THE AGE OF CHANGE

In this highly technological age, when rapid changes are taking place in the Shipping Industry, training and education of young men from the beginning of their career is more vital than ever before. Officers of today's Merchant Navy must, in addition to the knowledge and skills of the past, have a sound basic understanding of the most modern machinery and equipment, be conversant with the principles of the many electronic aids available to them, be able to extract the relevant information quickly and know their limitations and possible sources of error.

The Industry is well aware of this need for training and many companies provide the necessary facilities for cadets and junior officers, thus ensuring efficiency both in the present and for the future.

Nautical colleges, too, have a greater responsibility; to ensure a planned education commencing at the beginning of a young man's career and to be certain that the theoretical and practical content of courses is designed to meet the needs of the Industry. They must review this course-work frequently in order to keep abreast of modern developments and educational methods and encourage students to broaden their field of learning rather than concentrate on too narrow a vocational field. Colleges can and should encourage young men to make the very best use of their talents, encourage them to take a pride in their profession and in efficiency and help to lay a firm foundation on which to build a successful career at sea.

The days of the classroom and blackboard techniques alone are over. This must be supplemented by adequate laboratory work to ensure that students obtain a greater understanding of the theoretical aspects of the subjects studied and enable them to relate this to the more practical demands which will be made on them at sea.

In the new Glasgow College of Nautical Studies the classrooms are bright, spacious and well supplied with the most modern equipment available. The laboratories include the following : Heat Engines, Metrology, Workshop Technology, Mechanics and Materials, Electrical Engineering, Electronics, General Science, Compass, Instruments and Practical Seamanship. Courses conducted in the College are planned so that the correct proportion of time is devoted to the appropriate laboratory work.

To complement the students' technical education there is a Department of English and General Studies in the College. In particular, its responsibility is to ensure that cadet officers emerging from the College have the opportunity of attaining a width of general educational background and articulacy in keeping with their eventual role and status.

The College Library is very roomy and supplies a comprehensive book service. Students who wish to use the Library during free periods will find it comfortable, quiet and ideally suited for concentrated study.

Information concerning courses and starting dates are contained in the College prospectus, which can be obtained from :

The Principal, Glasgow College of Nautical Studies,
21 Thistle Street, Glasgow, C.5.

The accompanying photograph of part of the College Library was taken by Hank Snoek and is printed by permission of Robert Matthew, Johnson-Marshall & Partners, Architects, 15 Hill Street, Edinburgh.



The Library : Glasgow College of Nautical Studies

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The following appeared in LONDON TRUTH in 1881 :

"British Columbia is a barren, cold mountain country that is not worth keeping. A province which embraces about as forbidding a country as any on the face of the earth. The Canadian Pacific will run - if it is ever finished, through a country frost-bound for seven or eight months of the year. It is impossible to believe that financiers are such fools as to put their money into this mad project".

Lloyd's List between the dates of 2nd and 12th September last contained reports of the difficulties and subsequent sinking of the steamer "Aghia Anastasia" in the Indian Ocean, her last known position being Lat. 33° 10' S., Long. 74° 7' E. at 2 a.m. on the 6th September, 1969.

This ship became the "Aghia Anastasia" last year, having previously been the "Romeo" and prior to that the "Baron Ogilvy", being built for H. Hogarth & Sons Ltd. in 1956 and sold to Comercio Cia. Naviera. S.A., Monrovia, in 1963.

The following two accounts of the casualty, written by Mr. I.S. Thomson, Chief Officer of The New Zealand Shipping Company's "Otaki", and Captain T.F.J. Alderman, R.D., R.N.R., Master of that Company's "Tekoa", first appeared in the November number of "Crossed Flags", the journal of The New Zealand Shipping Co. Ltd., and we are indebted to the Editor of that publication for his permission to reprint the letters here and to reproduce the supporting photographs.

"AGHIA ANASTASIA" Crew Rescued : I.S. Thomson, Chief Officer, "Otaki"

At approximately 10.30 hours on the morning of Sunday, 31st August, an Urgency Message was received from the Greek ship "Aghia Anastasia" stating that she was leaking in No. 4 hold and though the water was under control, pumping was difficult. Her cargo of lead and zinc concentrates had been loaded at Port Pirie and she was bound for the Bristol Channel. Heading on a course of 270 degrees at seven knots, she was asking for any ships in the vicinity to indicate their position. At this time "Otaki" was some 375 miles to the southwest of the "Aghia Anastasia", heading due east at 13½ knots bound for Melbourne.

Later in the day a further message was received from "Aghia Anastasia" to the effect that she had altered course and was now heading towards Mauritius, still taking water into No. 4 hold and unable to make more than seven knots. During this time "Otaki" had passed to the south of the dead reckoning position she had given.

The rescue operation commenced at 02.40 hours Monday, 1st September, when an S.O.S. message was received requesting immediate assistance. "Aghia Anastasia" was now unable to control the water leaking into No. 4 hold and appeared to be in danger of sinking. "Otaki" altered course to 345 degrees and suggested that the "Aghia Anastasia" steered 159 degrees to a rendezvous. However, although she was still able to steam she couldn't make a closer heading than due south owing to the rough seas and heavy swell prevailing in that area.

The distance between the two ships at the time of the distress message was approximately 320 miles, this meant 15 hours steaming to the rendezvous assuming a combined speed of 21 knots and that would be just about dusk to darkness when the ships met. An operation of this nature is sufficiently hazardous during rough weather in daylight, so the added threat of darkness lent greater urgency to our efforts to make speedy contact.

Throughout the day preparations were made for the rescue of the survivors and their subsequent accommodation. On deck, lights were rigged along the ship's side and on the samson posts, all available rope ladders made ready, scrambling nets improvised, boat ropes rigged, lifebuoy lights and a good supply of lines placed at hand. It was decided to make the port side the boarding side and arrangements were made to open the ship's side door when the lifeboat came alongside. In the accommodation all spare berths were prepared and by various rearrangements of cabins and use of additional mattresses on the decks where space permitted, all 27 of the Greek crew were assured of somewhere to sleep once they were aboard.

Maintaining continuous radio contact and with the assistance of "Somerset", radio D.F. bearings were taken to plot the position of "Aghia Anastasia" and about 16.00 hours it was established that she was some 30 miles away and crossing ahead of "Otaki" from starboard to port so instructions were given for her to stop engines and transmit signals every ten minutes for further D.F. bearings as a homing signal.

At 17.10 hours radar contact was made at a distance of 16 miles and shortly after the vessel was sighted; it was now a race to get to her before the rapidly failing light passed to darkness and a sullen, overcast sky didn't help matters. The Master of the Greek ship had informed us that he intended to abandon as soon as we approached and as we rounded the bow to come alongside his starboard side we could see one lifeboat filled with people and two inflatable life-rafts made fast alongside. The lifeboat immediately left the "Aghia Anastasia" and headed round our stern to the port side. Although a motor-boat, it was propelled by oars as the propeller had become fouled soon after launching. Only 11 minutes elapsed between "Otaki" rounding the bow of the Greek and her boat coming alongside, but during that time the light failed and the survivors boarded in darkness. A hasty rearrangement of sleeping accommodation was necessary when it was discovered that amongst the 27 crew was the Captain's wife!

As soon as a crew check had been taken to ensure that all were aboard, they were revived with tea, soup and sandwiches, then taken to their accommodation. The Greek Captain was taken to the bridge to meet Captain Weston and immediately went to shake hands and then kissed him (on the cheek!). After two hours of discussion between Captain Weston and the Master of "Aghia Anastasia" it was agreed that it was not possible to take her in tow and "Otaki" proceeded on voyage to Melbourne with her complement increased to 86. Our guests were with us for 11 days and during that time were shown every kindness by the crew.

The "AGHIA ANASTASIA" : Captain T.F.J. Alderman, R.D., R.N.R.,
Master, "Tekoa".

"Aghia Anastasia", the abandoned Greek vessel, was found in the Southern Indian Ocean by "Tekoa's" radar shortly before 21.00 hours on the evening of the 5th September, 1969.

She was then approximately 95 miles due south-west of the position in which she was reported to have been abandoned three days previously. The night was dark and the vessel was illuminated by "Tekoa" and her name established.

"Tekoa" passed close to "Aghia Anastasia" on three occasions and it was clearly established that her forward freeboard was approximately 20 feet and her after freeboard approximately 6 feet. She had a slight list to port and her decks were dry. The lifeboat davits were swung out on her starboard side and the hanging falls were empty. The port side lifeboat and a small white dory were secure in their chocks. All cargo hatches were secure and it appeared that "Aghia Anastasia" was probably capable of being towed.

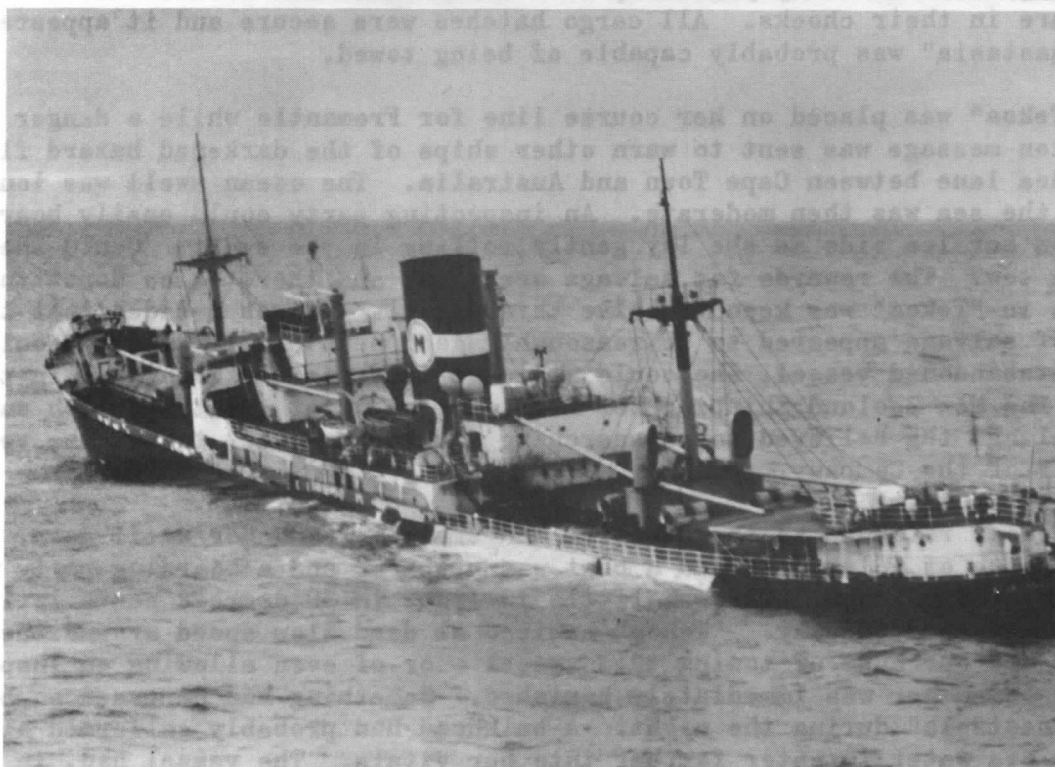
"Tekoa" was placed on her course line for Fremantle while a danger to navigation message was sent to warn other ships of the darkened hazard floating in the sea lane between Cape Town and Australia. The ocean swell was long and low and the sea was then moderate. An inspecting party could easily board the vessel on her lee side as she lay gently rolling in the swell. Could she be taken in tow? The rewards for salvage are great and there is no doubt that everyone in "Tekoa" was keen to save this vessel. It was decided that the chance of salvage appeared to be reasonably good and that if "Tekoa" could not tow this abandoned vessel, she could at least take possession of her in the name of The New Zealand Shipping Co. Ltd. and, at worst, contract with an ocean-going salvage tug believed to be searching for the derelict to tow the vessel on behalf of the Company.

"Tekoa" returned to the derelict and cruised round her until dawn. There was no dearth of volunteers and a boat was prepared and a boarding-party was ready long before dawn. The was little twilight in 30 degrees south latitude and daylight came quickly. "Tekoa" cruised at dead slow speed around the derelict and our hope of towing this vessel - or of even allowing an inspecting party to board her was immediately banished. Something had happened on board "Aghia Anastasia" during the night. A bulkhead had probably collapsed allowing invading sea water to enter farther into her vitals. The vessel had, in a few hours, markedly increased her port list (although it was by no means severe) and she had sunk at least another two feet into the water aft. Her after deck was

now being washed by sea water to her hatch coamings on her port side and she looked as though she might founder at any moment. There was nothing for it but to resume our voyage.

The decision was hard but subsequent events confirmed it. When the salvage tug "Le Corsaire" arrived some ten hours later there was no sign of the "Aghia Anastasia".

Lloyd's List of 12th September reported that "Le Corsaire" radar-searched approximately 2,500 square miles south and south-west of the last reported position given by the Master of "Tekoa" without success and it is believed that "Aghia Anastasia" foundered between the fifth and seventh day after abandonment.



Two views of the sinking "Aghia Anastasia", taken from "Tekoa" by
Chief Officer J.M. Withington

THE U.K.-AUSTRALIAN-NEW ZEALAND CHARTING ARRANGEMENT

D. Russon.

In July, 1963 the Hydrographic Department published a Notice to Mariners announcing the integration of charting arrangements between Great Britain, Australia and New Zealand.

Because of the historical associations, the Hydrographer of the Navy was the primary charting authority in Australian and New Zealand waters until comparatively recently. Local Hydrographer Offices were set up and these, not unnaturally, began to turn out products strongly resembling British Admiralty charts, to such an extent in fact that we were clearly wasting effort in recompiling British charts which virtually duplicated the originals. Facsimile reproduction seemed an attractive proposition. Unfortunately, the normal arrangements for use of another authority's charts, as laid down by the International Hydrographic Bureau, do not allow for facsimile reproduction but special arrangements can get round this difficulty. And so, details of an arrangement were thrashed out in time for it to be signed by the three Hydrographers when Admiral Irving and Mr. Pascoe visited Australia and New Zealand in 1963.

The Australasian and South Western Pacific area of common interest was divided, solely for the purposes of this arrangement, into three areas, within each of which one of the signatories was designated as sole charting authority. Duplication of charting within these areas is to be eliminated. For each area there shall be only one producing and correcting authority. The arrangement provides for the free exchange of reproduction material and survey information. The charts produced by the designated authority may be reprinted by the other signatories in strict facsimile form and royalties are paid on each copy so printed. It cannot be said that progress has been spectacular. After a slow start, there has been a steady acceleration. In the New Zealand area we have passed the half-way mark but the full implementation of the Australian part is a huge task and may take another ten to fifteen years.

What are the main benefits of the arrangement? As well as the important savings in effort, new information is got to the user much more speedily. The whole effort is tantamount to an accelerated modernisation programme, dealing with a group of charts which contains a high proportion of antiquated sheets. There are, however, disadvantages. There is inevitably an increase in the number of Notices to Mariners, because we reproduce all Australian and New Zealand chart correcting notices and they, of course, have a Home Waters outlook on essentials. For the same reason the local chart cover tends to be over luxurious for overseas interests and selective adoption is necessary. The administration of royalty payments is time-consuming, as is the organisation of implementation.

The reprint principle could perhaps be applied to other areas covered by English language charts, especially those similar to ours. It might even be extended to charts in foreign languages and styles by suitable modification of the repromat. Indeed, the U.S. Naval Oceanographic Office has many such agreements with other chart producers. Apart from the standardization aspect, however, there are some fundamental difficulties. Geographic separation makes for communication problems. There are differences in outlook on chart coverage and priorities and we may be faced with varying enthusiasm over the timely supply of the high quality reproduction material necessary.

The basic idea of facsimile reprints seems to be good and the present arrangement should be followed up by others wherever possible. The practice should make a major contribution to the productivity of the Hydrographic Department in the next couple of decades.

THE METRICATION OF ADMIRALTY CHARTS.

M. Hall.

By 1966 it was obvious, the Government having announced its intention for the country to go metric, that we had to think seriously of the metrification of Admiralty charts. With some 3,500 navigational charts, many additional special charts, plotting sheets and other publications the task was unquestionably a formidable one, but it was decided that it could be done and a start should be made as early as possible.

It could be tackled in two ways, either by a gradual process, whereby charts would be converted as they came up for correction or where it was necessary to produce a new chart; this would mean slow progress and result in a haphazard geographical distribution. Alternatively, such resources as were available could be concentrated in one area at a time and blocks of charts produced in metric units. This would avoid, to some extent, the difficulty to the mariner of having to jump about from fathoms and feet to meters and back again as he changed charts and we eventually decided upon this method - but in true British fashion are doing a bit of both. Where it is necessary to redraw completely, because of new surveys or very extensive corrections, or there is a special requirement for a new chart, then we produce a new metric chart to avoid having to convert later, even although this does not fall within a block.

So far, only eleven metric charts have been published but a number are now in the pipeline. The first area to be taken up as a complete block is the Persian Gulf, an area where we are the main charting authority and most of the surveys are British. At the same time several smaller blocks are being taken up in other areas where we have the prime responsibility for charting, such as Singapore, the Malacca Strait, Jamaica, Trinidad and Fiji.

Another important area receiving attention is the Mediterranean Sea. We intend also to concentrate effort on converting the small-scale series of charts on $1/3^{1/2}M$, a number of which have so far been produced in fathoms and feet. This will give a passage from the United Kingdom to the Persian Gulf and the East and will mean that, with the Persian Gulf and Malacca Strait charts metricated, tanker companies and other shipping lines will be able to use metric charts between the U.K. and the Persian Gulf or the Far East, both around Africa and via the Mediterranean when the Suez Canal is open.

By the end of 1969 it is hoped to publish most of the $1/350T$ charts of the Persian Gulf, the small scale ($1/1.1M$) charts of the Mediterranean plus a few larger-scale ones in this area, some in the White Sea (these come into the category of charts requiring redrawing), the first $1/3^{1/2}M$ and one small scale, $1/7^{1/2}M$; in addition to a few scattered elsewhere.

By the end of 1970 about half to three-quarters of the Persian Gulf charts should be metric, several more in the Mediterranean, particularly those of Malta, Crete and Cyprus, a number in the Malacca Strait, Jamaica and Trinidad; in those areas not our prime responsibility charts in the Baltic, Peru, India and the remaining White Sea charts will be published. One more $1/3^{1/2}M$ will probably be published and four of the $1/7^{1/2}M$ - of which there will eventually be a world series - two in the North Atlantic and two in the South Atlantic having so far been published in fathoms and feet; these will later be replaced by metric charts.

At the end of 1970 we hope to have in hand the remainder of the Persian Gulf charts, further charts in the Mediterranean, Red Sea charts, Jamaica, Fiji, more in the Malacca Strait and again charts in the Baltic and some in the Hawaiian Islands. We intend also to complete the $1/3^{1/2}M$ series between the U.K. and the Malacca Strait.

There is no intention to commence metrification of charts of Home Waters in the first instance. When we start it is hoped that whatever resources of staff are available can be concentrated on that task to proceed as quickly as possible.

QUIZ ANSWERS

Closely linked with the use of charts are the Admiralty Tide Tables and the intention with these is to produce them in metric form in 1972. It would be an advantage to convert as many as possible of Home Waters charts to synchronize fairly closely with these.

It was fortuitous that when the decision was made to metricate we had already planned some fundamental changes in the style and appearance of the Admiralty chart. As it is important that mariners should recognize instantly which units are used, this gave us the opportunity to differentiate clearly. All metric charts -- and only metric ones -- are published in the new style which, with its greater use of colour and more open sounding pattern, differs considerably from the traditional chart.

The conversion of Admiralty charts to metric units is not viewed favourably by all mariners and yachtsmen but future generations will have been brought up to think in metres, shop in metres, grammes and litres, and to use decimal coinage. To them feet, inches and even fathoms will have little meaning.

The above articles have been taken from the October, 1969 number of The Journal of the Institute of Navigation and will, we think, prove of interest to readers -- particularly to Navigational Staff.

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s.s. "Baron Scott" : 1940-1961.

A photograph taken at Cape Town in 1954

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FOOTBALL PHOTOGRAPH :

The Autumn, 1969 number of TRIAD, page nine, included a photograph of the Office Football Team. Unfortunately, this photograph (which was taken from a transparency) was reversed during the printing process with the result that only the centre figure in each row is correctly named! Therefore, for 'left to right' read 'right to left'.

QUIZ ANSWERS

- 1) British Guiana.
- 2) Fotheringay Castle.
- 3) Carbon.
- 4) 1st March.
- 5) Navy slang for rum.
- 6) Kinross (6,270).
- 7) The tobacco-pipe of the North American Indians - smoked as a symbol of peace, or to ratify a treaty.
- 8) Vale of Paradise. The place received its name from the Spaniards who had arrived in Chile under Pizarro in the 16th century. Pizarro was the first Spaniard to reach South America and his body is to be seen in the Cathedral in Lima, Peru.
- 9) Liverpool, nearly sixty years ago.
- 10) (a) Ian Smith, (b) Major Chichester Clark, (c) Mrs. Ghandi, (d) Mr. Erlander.
- 11) Glenrothes, Cumbernauld, East Kilbride, Livingstone, Irvine.
- 12) The snipe, because when flying its tail feathers make a noise like the bleating of a goat.
- 13) (a) Aristotle Onassis, (b) Dr. Christian Barnard, (c) George Wallace.
- 14) (a) Play it, (b) Drink it, (c) Eat it, (d) Ride in it.
- 15) (a) Mount Everest, (b) Mount Olympus, (c) The Matterhorn.
- 16) (a) Alexander Selkirk, (b) Djughashvili, (c) Schickelgruber.
- 17) (a) Mary, (b) Eve, (c) Sarah, (d) Rebecca, (e) Jochebed.
- 18) The fat, or 'liver', of the North American lobster - green when cooked. (No, it is not where gentleman pussies gather!)
- 19) A long-haired, humped, grunting animal of Tibet.
- 20) A nickname thought to be originally given to an inhabitant of New England by New Yorkers and later the name given to inhabitants of the Northern States as distinguished from a Southerner.

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CROSSWORD SOLUTION

Across

- 1) Champion
- 4) Taurus
- 7) Nullify
- 9) Island
- 12) Estates of
- 13) Limbo
- 14) Too
- 15) Roe
- 16) Onerous
- 19) Destroy
- 21) Tug
- 23) Tub
- 24) Trend
- 26) Averaging
- 27) Eleven
- 28) Suction
- 29) Cutest
- 30) Sausages

Down

- 1) Converted
- 2) Ablutions
- 3) Printer
- 5) Absolve
- 6) The Realm
- 8) Yesteryear
- 10) Doo
- 11) Effortless
- 17) Outliving
- 18) Sub-agents
- 20) Redress
- 22) Glances
- 25) Elect

Maybe you aren't so clever after all. You can't think straight if you have to refer to the answers on this page!

- 1) This algebraic problem is logical and correct in all the moves except that of moving to the line $a + b = b$. From the previous line, $(a - b)$ is common to both sides of the equation and it would normally be correct in omitting it from both sides but as $a = b$ then $a - b = 0$, so it is wrong to state that because $(a + b)(a - b) = b(a - b)$ then $a + b = b$. Q.E.D.
- 2) When calculating this one it is not logical to add the 2/- the waiter had in his pocket to the 27/- : this should be subtracted to give the correct total of 25/-.
- 3) It would take one more ripple since each one is twice the size of the preceeding one.
- 4) One hour. Who ever heard of an alarm clock which would go off after thirteen hours instead of one?
- 5) He put one bar belonging to the first lord on the weighing-machine, two bars belonging to the second, three from the third, four from the fourth and so on up to twelve from the twelfth. The total weight of this amount of gold should have been 156 lbs. but would be 'x' ounces short. The value of 'x' would determine which lord was guilty, e.g. if the total was three ounces short it would be lord number three or if eight ounces short, lord number eight, and so on.

TOP TWENTY POP TUNES 7/2/70.

1)	Love Grows	Edison Lighthouse.
2)	Reflections of my Life	Marmalade.
3)	Leaving on a Jet Plane	Peter, Paul and Mary.
4)	Come and get it	Badfinger.
5)	Friends	Arrival.
6)	Two Little Boys	Rolf Harris.
7)	Witch's Promise/Teacher	Jethro Tull.
8)	Ruby don't take your love to Town	Kenny Rogers and the 1st Edition.
9)	I'm a Man	Chicago.
10)	All I have to do is Dream	Bobbie Gentry & Glen Campbell.
11)	Suspicious Minds	Elvis Presley.
12)	Tracy	Cuff Links.
13)	I can't get next to You	Temptations.
14)	Someday we'll be Together.	Diana Ross & the Supremes.
15)	Play good old Rock 'n' Roll	Dave Clark Five.
16)	Temma Harbour	Mary Hopkin.
17)	Wedding Bell Blues	Fifth Dimension.
18)	Liquidator	Harry J. & all the Stars.
19)	Both Sides Now	Judy Collins.
20)	Melting Pot	Blue Mink.

FIRST DIVISION FOOTBALL LEAGUE TABLES - WEEK 1/7th February.

<u>English League</u>		<u>Scottish League</u>	
Leeds United	46 Points.	Celtic	38 Points
Everton	46 "	Rangers	36 "
Chelsea	38 "	Hibs	29 "
Liverpool	35 "	Dundee United	27 "
Wolves	35 "	Hearts	26 "
Coventry	34 "	Dunfermline	25 "
Stoke City	34 "	Dundee	23 "
Manchester United	34 "	Kilmarnock	22 "
Derby City	33 "	Ayr	22 "
Nottingham Forest	32 "	Motherwell	21 "
Newcastle	30 "	Morton	21 "
Manchester City	30 "	St. Johnston	21 "
West Bromich	28 "	Aberdeen	20 "
Arsenal	28 "	Airdrie	14 "
Tottenham Hotspur	28 "	St. Mirren	14 "
West Ham	24 "	Clyde	14 "
Burnley	24 "	Raith Rovers	12 "
Southampton	20 "	Partick	11 "
Ipswich	20 "		
Crystal Palace	17 "		
Sunderland	17 "		
Sheffield Wednesday	15 "		

SHIP	ENTERED SERVICE	BUILDER	DEADWEIGHT	DRAFT	LENGTH/BEAM	CRANES	ENGINE
"TEMPLE ARCH"	1969	HT 166	22300	32' 0 1/2"	527' 8 3/8"/75	3 x 10 H	RH 9A0
"BARON GANDOR"	1968	HT 161	21950	32' 0 1/2"	527' 8 3/8"/75	4 x 8 H	SUL 6RD 76
"CAPE CLEAR"	1967	HG 30	19674	31' 9 1/4"	530' 1/71' 0 3/8"	6 x 8 H	GOT 7 CYL
"BARON DONMORE"	1968	HG 34	19958	31' 9 1/4"	530' 1/71' 0 3/8"	3 x 10 H	SUL 6RD 76
"BARON FORBES"	1967	HG 31	19861	31' 9 1/4"	530' 1/71' 0 3/8"	6 x 8 H	SUL 6RD 76
"CAPE FRANKLIN"	1959	LITHGOW	16796	28' 9 1/4"	524' 6"/69' 9"	-	B & W 5 CYL
"CAPE HOWE"	1962	LITHGOW	27500	32' 4 1/4"	608' 1/79' 9"	-	B & W 6 CYL
"CAPE NELSON"	1961	LITHGOW	16450	27' 6"	524' 6"/70'	-	B & W 5 CYL
"CAPE RODNEY"	1965	LITHGOW	17250	29' 11 1/4"	527' 1"/67' 9 1/2"	2 x 7 1/2 E	SUL 6RD 76
"CAPE SABLE"	1968	HT 163	21980	32' 0 1/2"	527' 8 3/8"/75'	4 x 8 H	SUL 6RD 76
"CAPE ST. VINCENT"	1966	JOHN BROWN	20022	31' 7 1/2"	528' 1"/72'	2 x 7 1/2 E	SUL 6RD 76
"CAPE WRATH"	1968	HT 162	21980	32' 0 1/2"	527' 8 3/8"/75'	4 x 8 H	SUL 6RD 76
"CAPE YORK"	1969	HT 165	22020	32' 0 1/2"	527' 8 3/8"/75'	3 x 10 H	SUL 6RD 76
"BARON BENFREW"	1970	HT 167	22200	32' 0"	527' 8 3/8"/75'	3 x 15 E	RH 12 A0
"BARON ARDHOSSAN"	1970	HG 37	24100	34' 0"	534' 4"/75'	4 x 16 H	RH 12 A0
"TEMPLE BAR"	1970	U.C.S. 101G	22200	32' 0"	527' 8 3/8"/75'	3 x 15 E	RH 12 A0
"TEMPLE HALL"	1970	U.C.S. 102G	22200	32' 0"	527' 8 3/8"/75'	3 x 15 E	RH 12 A0
"CAPE HORN"	1970	HG 38	24100	34' 0"	534' 4"/75'	4 x 16 H	RH 12 A0
"SUNCAPE"	1970	KA 186	22000	32' 0"	542' 1/75'	-	5 RND 76
"BARON INCHCAPE"	1971	HG 39	24100	34' 0"	534' 4"/75'	4 x 16 H	RH 12 A0
"SUNBARON"	1971	KA 187	22000	32' 0"	542' 1/75'	-	5 RND 76
"CAPE HAWKE"	1971	HG 40	24100	34' 0"	534' 4"/75'	4 x 16 H	RH 12 A0
"BARON"	1971	HT 168	22000	32' 0"	522' 1/75'	4 x 15 E	5 RND 76
"CAPE GRAFTON"	1971	HG 41	24100	34' 0"	534' 4"/75'	4 x 16 H	RH 12 A0
"CAPE"	1971	HT 173	22000	32' 0"	522' 1/75'	4 x 15 E	5 RND 76
"TEMPLE INN"	1972	HG 42	24100	34' 0"	534' 4"/75'	4 x 16 H	RH 12 A0
"BARON"	1972	HG 44	24100	34' 0"	534' 4"/75'	4 x 16 H	RH 12 A0
"CAPE"	1972	HG 45	24100	34' 0"	534' 4"/75'	4 x 16 H	RH 12 A0

1970	LAUNCH	DELIVERY	1972	LAUNCH	TEMPLE INN	DELIVERY
BARON RENFREW (167)		APR				FEB
BARON ARDROSSAN (37)		AUG				SEPT
TEMPLE BAR (101G)		OCT				DEC
TEMPLE HALL (102G)		NOV				
CAPE HORN (38)		NOV				
SUNCAPE (186)		DEC				
BARON INCHCAPE (39)		MAR				
SUNBARON (187)		MAR				
CAPE HAWKE (40)		JUN				
BARON (168)		SEPT				
CAPE GRAFTON (41)		OCT				
CAPE (173)		DEC				

m.v. "BARON CAWDOR"

Master	A. MacLeod
Chief Officer	J. Tattersall
2nd Officer	J.W. Purdon.
3rd Officer	R.S. Duncan
Radio Officer	D. Hynd
Cadet	I.J. Waters
Cadet	H. Kearney
Chief Steward	W. Mitchell
Chief Cook	E.S. Thomas
2nd Cook/Baker	R.J. Hessic
Chief Engineer	D.W. Chalmers
Chief Engineer	N. Nicolson
3rd Engineer	D.R. Dunlop
3rd Engineer	A. Cortopassi
4th Engineer	R. Smillie
Junior Engineer	G.B. White
Electrician	R.T. McIntosh
Engineer Cadet	P.J. Broers
Engineer Cadet	I.W. Wood
Engineer Store-keeper	M.A. Hussein.

m.v. "BARON DUNMORE".

Master	G. Towers
Chief Officer	W. Greatorox
2nd Officer	J.A.T. Melville
3rd Officer	N.P. Brewer
Radio Officer	N. Smith
Cadet	A.V. Latty
Cadet	G.W. Cunningham
Bosun	M.I. Horrech
Chief Steward	E. Hutter
Chief Cook	K. Perkins
2nd Cook/Baker	C.R. Lewis
Chief Engineer	W. Saddler
2nd Engineer	J.M. Ross
3rd Engineer	A. Beaton
4th Engineer	T. Hill
Junior Engineer	T. Orr
Electrician	R. Knight
Engineer Store-keeper	A. Abdi
2nd Steward	E.T. Martin

m.v. "CAPE FRANKLIN".

Master	C.G. Mallett
Chief Officer	I.J.I. Barclay
2nd Officer	P.A. Fenwick
3rd Officer	R. Richardson
Radio Officer	B. Breslin
Trainee Radio Off.	M.L. Bird
Chief Steward	J.J. Hotchin
Chief Engineer	K.P. Malhotra
2nd Engineer	J.M. Sutherland
3rd Engineer	J. Collins
4th Engineer	A. Mooney
Junior Engineer	D. Balcombe
Junior Engineer	W.V. Greenhaugh

m.v. "CAPE CLEAR".

Master	J.R.L. Cain
Chief Officer	H. Weddell
2nd Officer	R. White
3rd Officer	D. Betts
Radio Officer	L. Cameron
Cadet	D.J. Cambell
Cadet	G.S. Scott
Chief Steward	J. Clancy
Chief Cook	W. Thomson
2nd Cook/Baker	R. Diamond
Chief Engineer	J. McLennan
2nd Engineer	T. Farrell
3rd Engineer	D. Murdie
3rd Engineer	J. Patton
4th Engineer	D.E. Marshall
Junior Engineer	T. Stafford
Electrician	J.P. Mahoney
2nd Steward	I.E. Holmes

m.v. "BARON FORBES".

Master	G. Downie
Chief Officer	F.M. Dalby
2nd Officer	R. Sutherland
3rd Officer	L. Gilhooly
Radio Officer	D. Davies
Cadet	A. Walker
Cadet	J.H. Simons
Chief Steward	T. Evans
Chief Cook	T.W. Robson
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.M.A. Walmsley
2nd Steward	J. McMahon.

m.v. "CAPE HOWE".

Master	T.P. Edge
Chief Officer	L.M. Hocking
2nd Officer	A. Weir
3rd Officer	J.G. Houston
Radio Officer	D. Humble
Trainee Radio Off.	E. Miller
Cadet	I.T. Gould
Bosun	P. MacPhee
Carpenter	F. Dixon
Chief Steward	J.E. Smith
Chief Engineer	W. Anderson
2nd Engineer	D.C. Smart
4th Engineer	I.M. Kennedy
Junior Engineer	T.J. Murdoch
Junior Engineer	D.K. Hollywood
Junior Engineer	H. Juszczak
Electrician	P. Brogan.
2nd Steward	R. Ilderton.

m.v. "CAPE NELSON"

Master	A.L. Milne
Chief Officer	J. MacNab
2nd Officer	I.D. MacLean
3rd Officer	J.W. Goode
Radio Officer	J. Chamberlain
Trainee Radio Off.	A.J. Mitchell
Cadet	D.G. Standaloff
Cadet	P.J. Ritchie
Bosun	P.O. Sharman
Chief Steward	B.E. Whitfield
Chief Cook	L. Thompson
Chief Engineer	R.J.W. Durbin
2nd Engineer	W.A. Russell
3rd Engineer	J. Milne
4th Engineer	C. Hardwick
Junior Engineer	W. Watson
Junior Engineer	W. Laidlaw
Junior Engineer	R.A. Lamb
Electrician	W. Mack
2nd Electrician	J.M. Mathieson
2nd Steward	A. McLoskey

m.v. "CAPE ST. VINCENT"

Master	T.R. Baker
Chief Officer	J. Hunter
2nd Officer	M. Roche
3rd Officer	M.W. Smith
Radio Officer	D.A. MacLeod
Cadet	C.A. Dowie
Cadet	M. Arden
Bosun	I.E. Jama
Chief Steward	A. Sisi
Chief Cook	J. Drury
2nd Cook/Baker	P. Kennan
Chief Engineer	R. Taylor
2nd Engineer	T.E. Carmichael
3rd Engineer	J.B. Campbell
3rd Engineer	R. Dempster
4th Engineer	A.W. Dickenson
Junior Engineer	J.T. Russell
Electrician	J.M. Rowland

m.v. "TEMPLE ARCH"

Master	D.L. Innes
Chief Officer	J. M. Mackay
2nd Officer	C.S. MacDonald
3rd Officer	P.T.H. Smart
Radio Officer	D.E. Gudgeon
Cadet	A.J. Kinghorn
Cadet	R.I. Mackenzie
C.P.O.	J. Macfarlane
P.O.	F. Courtney
G.P.1.	F.W. Hugill
G.P.1.	P.M. Malissa
G.P.1.	D.G. Mardon
G.P.1.	J. McCormack
G.P.1.	D. McMahon
G.P.1.	G. Pearn
G.P.1.	A. Picken
G.P.1.	G.A. Wardle
G.P.1.	W. Moore
Chief Engineer	D. Wright
2nd Engineer	J.L. Blackwood
3rd Engineer	P.R. Lawson
4th Engineer	J. Leiper
Electrician	R. Cathcart
Catering Officer	J.A.D. Brown
G.P. Steward	A. McGaw
G.P. Cook	

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 Steward	J. Blair
Chief Engineer	A.P. Alexander
2nd Engineer	B.J. Sharp
3rd Engineer	C. Sneddon
3rd Engineer	A. Harbinson
4th Engineer	J. Hannigan
Electrician	J. McChesney

m.v. "CAPE WRATH"

Master	A.B. Sutherland
Chief Officer	A.L. Davie
2nd Officer	T. Reid
3rd Officer	J.S. Johnston
Radio Officer	J.K. Waring
Cadet	R.G. Wiggins
Cadet	R.D. Kincaid
Chief Steward	A. Randle
Chief Cook	A. McCallum
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

m.v. "CAPE YORK"

Master	T.C.D. Hogg
Chief Officer	G. Anderson
Second Officer	P.V. Flynn
3rd Officer	M.D. Pickup
Radio Officer	W. MacLeod
Tr. Radio Off.	J. Thomson
Cadet	J. Malcolm
Cadet	E. Henderson
Chief Steward	A. McGill
2nd Cook/Baker	G.S. Ackers
Chief Engineer	J. Loughran
2nd Engineer	J.T. Rodger
3rd Engineer	G. Sutton
4th Engineer	R. Macrae
4th Engineer	W. Tuttle
Electrician	J. Robertson

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 Steward	P. Coles
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

ON LEAVE

Master	J. Hetherington
Master	T.B. McLeod
Master	P. Smith
Master	W. Warden
Master	A. MacKinlay
Master	D. Sinclair
Master	K.N. Dootson
Chief Officer	B.W. Lawson
Chief Officer	D.S. Gordon
Chief Officer	S.J. Readman
Chief Officer	J.E. Jennings
Chief Officer	W. Andersen
Chief Officer	J.R.C. Peterson
2nd Officer	B. Hulse
2nd Officer	P.M. Cooney
2nd Officer	C. MacGregor
2nd Officer	I. Taylor
2nd Officer	B.W.B. Lucas
2nd Officer	A.G.F. Michie
2nd Officer	N.D. Battersby
3rd Officer	J. Mair
3rd Officer	A.R. Lanfear
3rd Officer	G.S. Copley
3rd Officer	P.J. Brooks
3rd Officer	D.T. White
3rd Officer	D.C. Veitch
Radio Officer	D.G.M. Crawford
Radio Officer	C. Ritchie
Radio Officer	D.F. Wilson
Chief Engineer	I. Russell
Chief Engineer	T. McGhee
Chief Engineer	W. Minikin
Chief Engineer	R.A. Jones
Chief Engineer	J. Allan
Chief Engineer	J.M. Crosby
Chief Engineer	W. Colquhoun
Chief Engineer	A.G. Metcalfe
2nd Engineer	D. Anderson
2nd Engineer	G. Carter
2nd Engineer	M.D. McCutcheon
2nd Engineer	W. Kinnear
3rd Engineer	G. Law
3rd Engineer	J. Henry
3rd Engineer	H. MacPhail
3rd Engineer	A. Miller
3rd Engineer	J. Riddell
3rd Engineer	A. Dias
3rd Engineer	G. Stevenson
3rd Engineer	R. Kennedy
3rd Engineer	G. Weir
3rd Engineer	N. Howle
4th Engineer	G. MacLeod
4th Engineer	D.J. Drummond
4th Engineer	J.W. Golby
4th Engineer	D.K. Carmichael
Junior Engineer	D. Moore
Junior Engineer	R. Smith
Junior Engineer	L. Deakin
Junior Engineer	A. Chuckerbutty
Junior Engineer	W.J. Hughes
Junior Engineer	J.C. Orr
Electrician	J.I. Wightman
Cadet	J.P.M. Allan
Cadet	G.A. Douglas
Cadet	D.M. Johnson
Cadet	D.K. Lunn
Cadet	R.D. Gardner

ON LEAVE (Cont'd)

Chief Steward	H. Scollay
Chief Steward	G. Daddy
Chief Steward	R. Sherriff
Chief Steward	E. Trotter
Chief Steward	I. MacDonald
2nd Steward	W. Bettis
Chief Cook	K. Mackay
Chief Cook	J.H. Riella
Chief Cook	T. Costello
2nd Cook	J.M. Steventon
Assistant Steward	J.M. Harrison
Assistant Steward	J. Macdonald
Assistant Steward	P. Findlay

ON STUDY LEAVE

2nd Officer	P. Richardson
2nd Officer	A. Goodlad
2nd Officer	P. F. Dyson
2nd Officer	T. Walker
2nd Officer	A.T.L. Kemp
3rd Officer	J. Gibson
3rd Officer	D.L. Coe
3rd Officer	D. Brannan
2nd Engineer	D.J. Kelly
2nd Engineer	G.B. McEwen
2nd Engineer	A.E. Norman
2nd Engineer	W. Adamson
3rd Engineer	R.A. Nielson
3rd Engineer	R.A. Nielson
3rd Engineer	D. McKerracher
4th Engineer	D. Morrison
Engineering Cadet	D.S. Charteris
Engineering Cadet	J.R. Watson
Navigating Cadet	R.S. Reid
Navigating Cadet	J.W.R. Daniels
Navigating Cadet	J.N. MacDonald
Navigating Cadet	G.R. Watterson
Navigating Cadet	S. Yeamens
Navigating Cadet	G. C. Gove
Engineering Cadet	S.J.N. Beeley
Engineering Cadet	J.K. Prentice

PERSONNEL ON SICK LEAVE

2nd Engineer	H. Ostermann
2nd Engineer	I.A.A. Dalton
4th Engineer	J.K. Kelly
Junior Engineer	D. Muskett
Cadet	C.J.B. Pyper
Cadet	J. Paget



Mr. and Mrs. William McMillan

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Decimalisation : The Musicians' Lament

We may have thought how the changeover to decimal currency is going to effect us but there are others who will be worse off than ourselves.

Take the musicians, for example. Unless all their instruments are changed by D-Day, none of their notes will be negotiable. The musicians' union secretary Mr. B. Sharp, is reported to have said :

"The Government's tone in the whole matter is despicable.

"It is possibly of minor importance to these pop-pop-politicians, but it's of major importance to us.

"The cost of conversion is considerable and will leave many of our members flat.

"The way things are now, many of our chords are diminished and our members are getting so crotchety that they're losing their tempers.

"The whole thing is a symbol of this Government : another fiddle of theirs.

"But we're not going to take this kind of treatment without some kind of retaliation. We'll send a protest group to drum some sense into them."

It's not certain when this group will go, but we suggest the basooner the better!

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Ahoy, Mate!

Men who are everlastingly wed to the witching waters of the world but who, incidentally, have a wife based on land may fathom the helmsman tactics in a marriage contract recently unearthed by an Edinburgh lawyer from an old deed-box. Drawn up by a seafaring man, it envisages each mate's duties in a shipshape union :

Having read her the Articles of War, I explained to her the conditions under which we were to sail in company on life's voyage, namely :

She is to obey signals without question when received.

She is to steer by my reckoning.

She is to stand by as a true consort in foul weather, battle or shipwreck.

She is to run under my guns if assailed by picaroons or privateers.

I am to keep her in due repair and see that she hath her allowance of coats of paints, streamers and bunting, as befits a saucy craft.

I am to take no other craft in tow, and if any be now attached, to cut their hawsers.

I am to revictual her day by day.

Should she be blown on her beam ends by wind or misfortune, I am to stand by her and see her righted.

I am to set our course for the Grest Harbour in the hope that moorings and ground to swing may be found for two well-built craft when laid-up for eternity.

Sir Arthur Conan Doyle.

C O N T R A C T

It is our hope to publish on this page news of progress in G.P. Manning and if possible include the views of those at sea. We will try to get Captain Innes and Mr. Moore of "Temple Arch" to write a bit on the subject when they have had time to evaluate their experiences. Undoubtedly, owing to its radical new form, many lessons will have to be learnt before it is running at full effectiveness. Early though we may have been on this scene, it is none too early as reports are coming in of comparable ships abroad operating with twenty-three on board - and some even reducing to nineteen. We have never seriously considered the latter number and certainly hope that rival concerns will not find it attractive.

The blazer badge design is shown in this edition for Seastaff's approval or otherwise. If the former, we would have it produced and available during the coming year. With the increasing number of cadets attending college, the need is becoming pressing and, also, we have had requests from a number of officers. Please let your opinion be known as quickly as possible.

A complete review of Systems has taken place in the Office with a view to streamlining future operations in preparation for the larger fleet. It is now undergoing implementation but comparatively few of the changes will be visible externally for some time. One of these few will be a re-allocation of Cost Control functions to the Accountancy Department. Mr. J. Begg will be appointed Claims Manager and Mr. J. Thomson will move to the Purchasing Department. A new Organisational Chart will be published in due course for the information of those at sea.

It is clear that cranes need careful maintenance if trouble is to be avoided. Many of the difficulties reported centre around a limited number of items on the hydraulic crane. We hope that as improvements are worked into the cranes and knowledge grows on board as to their capabilities the difficulties will be eased. The new electric cranes on "Baron Renfrew" will be covered by a periodic maintenance check by the manufacturers which should provide assistance in keeping the equipment in good order. This maintenance agreement will cover future orders of electric cranes and also those in "Cape St. Vincent" and "Cape Rodney".

The telex in "Cape York" is still under evaluation and it has become apparent that there is so much to learn about this new communication medium we will be studying it for quite some time to come. Resulting from our experience, the manufacturers are making modifications which we expect will result in a much improved set. When we are satisfied that this stage has been reached, we will consider seriously extending the fitting to further ships.

The policy of fitting two radar sets to ships is being implemented and those bulk carriers not yet equipped will be dealt with as opportunity offers. Newbuildings are also to be given battery-driven chronometers instead of the conventional type. The new issue is reliable and accurate but a little bit more expensive.

Captain P. Smith is at present standing-by during the construction of Yard No. 167 ("Baron Renfrew") at Horten and thereafter will command her on her maiden voyage.

Captain D. Sinclair has been appointed to command the new ice-strengthened ship building at the Kaldnes Yard in Tønsberg. Prior to standing-by the new vessel he will visit Canada to inspect ice conditions at this time of year at first hand. The ship, Yard No. 186 and as yet un-named, will come into service at the end of this year.

Lastly, TRIAD thanks the few who have helped out with contributions during the last year; your efforts really have been appreciated and we hope that you will continue the good work which ensures the survival of the journal and avoids the fate of the magazine of one well-known shipping company which just faded away through lack of support.