

TRIAD

JOURNAL OF
Scottish Ship Management Limited



m.v. "Baron Renfrew"

The principal item of news during the last quarter was the acceptance of "Baron Renfrew" on the 10th April after successful trials. The Builders' strenuous efforts to deliver the vessel on the predicted date, despite surprise late deliveries by sub-contractors, represented a considerable achievement. Several innovations are included in the vessel, notably, two multiple station television sets effective in over thirty countries. The impressive 18½ ton cranes certainly cannot be overlooked and are the first in the world to be fitted with a special programming device. The ship reached over 17.5 knots on trials and we hope that her maiden voyage will be uneventful and successful.

Meanwhile "Temple Arch" completed her maiden voyage and underwent various modifications designed to meet the lessons learnt during the voyage. These, we hope, will result in improved performance and complete the running-in period.

We are pleased to announce that Mr. J. McLennan has been appointed as Assistant Engineer Superintendent to fill the vacancy caused by the tragic death of John Currie. The actual date of his taking over these duties will be announced later this year. He is presently Chief Engineer in "Cape Clear".

Mr. John Walkinshaw is in Australia as these notes are being written. He left the United Kingdom on the 15th April and returns about the middle of May. He has many calls to make, ranging from west to east, and will renew acquaintanceship with many old friends as well as making a number of new calls.

Seastaff Six is due to commence on the 11th May and the list of volunteers is being completed. The subjects will include a talk on computers by an expert to allow Seastaff to gain some inkling of the potential of this complex system now being seriously studied by a computer committee in the office.

Another domestic development is the acquisition of the fourth side of Princes Square at third floor level. This will provide more elbow room and the intention is to house Marine, Personnel, Operations and Agency in the new space which will also accommodate some insurance staff and a training area for Seastaff. When the alterations are completed, probably in July, Seastaff will no longer enter by 40 Buchanan Street, (unless they want a long walk), but by No. 12 Princes Square which boasts two lifts.

We apologise for a typographical error in our last edition when giving the name of our brokers in Australia. It should have read, Universal Charterers Pty. Ltd., of Melbourne and Sydney.

Two short term charters have been completed by Scottish Ship Management with the "Avonfield" and "Hunterwood".

Caledonian Airways have been much in the news of late in their attempts to form a Second Force Airline with British United Airways. Such a link would have beneficial results on travel by air and the developments are of acute interest to both Hogarth and Lyle as substantial shareholders.

In the past we have quite frequently asked for more contributions to TRIAD from those at sea and expressed disappointment when more were not forthcoming. So, it is only right that on this occasion we should express, with pleasure, our thanks and appreciation to all those who have contributed recently and it will be seen that this edition reflects the greater number that have been received and we hope this is the beginning of a flood!

OFFICE NEWS.

On the 23rd March, 1970, Mr. W.M. Scott announced his engagement to Mrs. Joyce H. May. Their marriage will take place at Currie, Midlothian, on 4th May, 1970 and whilst offering them our sincere congratulations, we would express the wish that they have a long and happy life together.

Mr. John Currie.

In the last edition of TRIAD readers will recall that we had the sad duty of reporting John Currie's sudden death on 5th February, 1970.

John Currie commenced his seagoing career in 1946 when he joined the British Tanker Company. He sailed with them for nine years, after which time he continued at sea with the Anchor Line until 1963, when he joined H. Hogarth & Sons Ltd., in November, of that year. He sailed as Chief Engineer on various "Barons" until joining the Shore Staff of H. Hogarth & Sons Ltd., as Assistant Engineer Superintendent on 1st May, 1967.

John Currie was a very likeable - and popular - person who was not only very able as an Engineer but the possessor of a ready sense of humour. All of us in the Office would like to have seen more of him but the nature of his duties was such that he was frequently away from his desk for lengthy periods, flying to the four quarters of the globe. However, when he was amongst us he brightened the day for all and he will be greatly missed for a very long time to come.

Mr. Neil McKinnon.

His many friends were saddened when they learned of the death, on 10th January, 1970, of Neil McKinnon and the deep sympathy of us all has been extended to his wife Evelyn who, with quiet expertise, has for many years made the operation of the telephone switchboard, first at H. Hogarth & Sons Ltd's., and now at S.S.M., seem so simple.

Neil had been ill for a considerable time, but he bore his illness with great fortitude and all of us who knew him and worked with him during his years with H. Hogarth & Sons Ltd., felt a sense of loss at his passing.

All those from the Office who were on board the "Cape Howe" at General Terminus Quay on Tuesday, 7th April, 1970 would like to express their thanks to Captain MacKinlay, his Officers and Crew for their hospitality. This was another excellent opportunity for the Shore Staff to meet some of the Seagoing Staff and a very happy evening was had by all. The buffet, which was so tastefully set out, was also 'tastefully' enjoyed!

And from Mr. L.M. Hocking:

On behalf of the Officers who were in attendance at the party given for the Shore Staff, I would like to thank the Company and the Master for arranging another of these get-togethers. We were all pleased to see old friends again and those of us who have recently joined the Company found it a new experience to meet the Shore Staff socially. The party soon warmed up to a good ceilidh and was quite a success.

All in all, from the talk of the morning after, everyone enjoyed themselves and we hope our old and new acquaintances did likewise.

The Grand National was run on Saturday, 4th April, 1970 and in the Office Sweep-
-stake the following were the prizewinners:-

- | | | |
|----|-------------|----------------------|
| 1. | Gay Trip | Mr. A. Jeff. |
| 2. | Vulture | Mr. J.P. Walkinshaw. |
| 3. | Miss Hunter | Mr. J. Daly. |

FOOTBALL - SHIPPING CUP, 1970.

Yet again the short 'Season' has started and for the second time we have been amalgamated with City Line. This is really rather surprising considering the pairings were drawn from the hat! The other teams this year are as follows:-

Anchor/Escombe McGrath.
Roxburgh, Henderson.
Clyde Port Authority.
O.C.L./A.C.T.
Denholm/Macbrayne.
Clan.

We warmed up with three 'friendlies', two of which were drawn and the third a defeat and we played our first Cup Match of the Season on Tuesday, 14th April against Clan Line. Unfortunately, we had a weakened side and went down 4 - 1. This was a bad start for during the week commencing 27th April we met our old 'enemies', Clyde Port Authority. However, we need not have worried for it can be reported that this Second Round Match, played on 30th April at Cardonald, proved to be an excellent one. All our team played first class football and the result was most gratifying - a win for us by one goal to nil - giving us a valuable two points. Until now Clyde Port Authority have almost come to be regarded as invincible so our win augurs very well for the future.

Full details of the matches and the final result will be included in the Summer edition of TRIAD.

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V.G.E. (for E.M.T.) 697 R.I.P!

Long and loud were the lamentations when news filtered through and it became generally known that one of the more familiar 'sights' - or 'landmarks' might be a better term - of Princes Square had been finally overtaken by beaurucratic stone-heartedness by failing its Ministry of Transport Road Test.

A veteran of many years - and many, many more miles (well over 100,000) - the unhappy Hillman had fallen victim, like others of us, to creaking joints and a certain degree of disintegration. The official reason given was a 'cracked chassis' which seems a trifle unfair when it is recalled that that particular model didn't have a chasis in the accepted sense but, whatever the reason, a blank like a drawn tooth was left in the allotted parking space in the Square.

Not for long, however, for the space is now filled by a red alien wearing a Teutonic leer and it only remains for us to say - "The Hillman is dead, long live the Beetle!".

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Eight-year old daughter's announcement on arrival home from school:-

"Mummy! there's a girl in my class who doesn't know her name, she's been ADAPTED!".

ENGINEERS - PLEASE NOTE!

It is proposed to create a new position in our Organisation of Systems Engineer and the person appointed will come under the direct control of the Chief Superintendent Engineer.

The duties envisaged are concerned with the implementation of systems to be adopted, or already in use, on board the ships of our fleet - a major example of this being the new spare gear stock control system now being introduced to the newest tonnage. The person appointed will be responsible for the correct operation of this system and will ensure that each storekeeper thoroughly understands and interprets his duties correctly.

This appointment calls for a methodical type of person with an orderly mind and aptitude for learning and imparting to others the basic system concerned. It also calls for a person with good practical marine engineering knowledge and we have in mind someone, of say, Third Engineer's rank with good sea-going experience and preferably not more than 35 years of age.

Anyone interested in this appointment should apply, in writing, to the Chief Superintendent Engineer, giving full details of experience, both at sea and ashore.

Our Congratulations to:

Mr. P.M. Cooney on obtaining his Master's Certificate.

Mr. J.N. MacDonald on obtaining his Second Mate's Certificate. Unfortunately, Mr. MacDonald has left the sea.

Mr. G. Anderson on his recent promotion from Chief Officer to Master. Captain Anderson is in command of "Cape York".

Mr. W.A. Andersen on his promotion from Second Officer to Chief Officer.

Mr. D.C. Veitch on his promotion from Third Officer to Second Officer.

Mr. Donald Taylor, son of Captain D.M. Taylor, on obtaining his Master's Certificate and also on becoming the proud father of a daughter, Sharon. For the past nine years he has served with Port Line and we now welcome him to Scottish Ship Management as Second Officer.

Mr. G. MacGregor on his promotion from Second Officer to Chief Officer.

Mr. N.J. Howle, Third Engineer, on his marriage on 14th March. It is with regret, however, that we also mention that he has left the sea but nevertheless wish him luck ashore.

Mr. Peterson, Chief Officer, and Mrs. Peterson on their new arrival. We are, of course, referring to their baby and not their new house or new car!

Mr. Alan Neill on his wedding - the circumstances of which warrant a separate article in this edition.

Mr. N. Smith, Radio Officer, who became engaged in March.

Mr. J.A.D. Brown, Steward, and Mrs. Brown who became proud parents on 28th March.

Mr. B.E. Whitfield, Catering Officer, on his engagement. He will be getting married on 16th May.

Mr. Allan Hepburn, who sailed as Chief Officer with Scottish Ship Management Ltd., and prior to that with H. Hogarth & Sons Ltd., has advised us that he has been accepted by the Clyde Pilotage Authority into that service. We are sorry to lose Mr. Hepburn but naturally wish him well as a Pilot operating on the Clyde.

Welcome back to Mr. N.D. Battersby who, after several months of being at home in New Zealand, has rejoined the "Cape Clear".

Welcome back also to Mr. John Paget, Cadet. We wish him the best of luck after a prolonged spell at home after an accident.

We regret that Mr. Ian Dalton, Second Engineer, is still in West Africa after his accident on board the "Cape Sable". We hope that by the time this edition of TRIAD goes to press he will be back in this country and feeling a lot better.

It is with great regret that we have to announce the death of Mr. David Adam, who was a Second Engineer with us for a considerable time.

It is also with regret that we have to intimate the death of Engineer Cadet Ian Wood. Ian was killed instantly when he was hit by a car while he was ashore in Pisco, Peru.

TO ALL STAMP COLLECTORS.

We have received a letter from a Mr. S.R. Smith in which he states that he is interested in stamp collecting and if any member of our Staff is interested in Channel Island stamps they should contact him. His address is:-

Mr. S.R. Smith, 18 Cornet Street, St. Peter Port, Guernsey, Channel Islands.

ASSOCIATION MEMBERSHIP.

We think it a good idea to include the following press notice in TRIAD and so ensure it receives maximum coverage. The information is relevant to all officers. Those who are not already members of the M.N.A.O.A. or Associated Unions should contact the Officer of the Association at their home port or, if this is not possible owing to the lack of a branch in their immediate vicinity, they should contact the Personnel Department at 40 Buchanan Street, who will give them all the necessary advice.

Resulting from an agreement reached between the officers' organisations and the B.S.F. at a meeting of the Officers' Panels of the Board, the following statement was issued on the 15th January, 1970:-

(1) National agreements concerning officers' conditions of employment, and national arrangements for officers, are made on bodies such as the National Maritime Board, the Merchant Navy Training Board, the Merchant Navy Officers' Pension Fund and the Merchant Navy Welfare Board. The Mercantile Marine Service Association, the Merchant Navy and Airline Officers' Association, the Amalgamated Engineering and Foundry Workers' Union and the Radio and Electronic Officers' Union are represented on these bodies and have played a full and responsible part in the constructive and orderly progress that has been made over the years.

(2) In addition to participating in the manifold activities of the above-mentioned Boards, the officers' organisations furnish information and advice to Government Departments, and to Courts and Committees of Inquiry set up by the Government to examine the problems of the Shipping Industry. Together with representatives of shipowners, they also take an active part in international work on behalf of the industry through such bodies as the International Labour Organisation and the Inter-Governmental Maritime Consultative Organisation.

(3) According to the best information available, the majority of officers in the Merchant Navy belong to one or other of these associations. There are also some electrical engineer officers who are members of the Electrical and Electronics Trade Union/Plumbing Trade Union and whose interests are covered by an understanding between this body and the Merchant Navy and Airline Officers' Association.

(4) While it is recognised that the question of union membership calls for a personal decision, the British Shipping Federation, in the light of the factors enumerated above, considers that there is substantial merit in the officers' organisations being strong and fully representative bodies. It therefore firmly supports the view that it is in the best interests of the industry as a whole, and of the individuals concerned, for officers to be members of one or other of the unions or associations listed above.

FLEET NEWS.

"TEMPLE ARCH". Sailed, in ballast, from Avonmouth on the 29th April for Norfolk, Va., where she should arrive on the 11th May. There she will load Coal for Japan, where we look for her arrival on or about the 14th June.

On completion in Japan, she will proceed to Christmas Island to load Phosphate for Eastern Australia or New Zealand.

"BARON CAWDOR". Expects to sail from Pisco, Peru, on the 9th May with a cargo of Fishmeal for discharge at a near-Continent port Antwerp-Hamburg Range. Readers will recall that she is on Time Charter to A/S Hav and A/S Havtank.

"CAPE CLEAR". Sailed from Queensland (Cairns and Townsville) on the 2nd and 3rd May respectively with bulk Sugar for discharge at Vancouver, where we look for her arrival on or about the 22nd May.

On completion of the Sugar cargo she will load packaged Lumber, under Time Charter to Seaboard Shipping Company, for the U.K./Continent.

"BARON DUNMORE". Continues on Time Charter to Saguenay Shipping Ltd., and is presently employed in the carriage of Bauxite from the Mackenzie River and Chagnaramas to Port Alfred, Quebec.

"BARON FORBES". Is on Time Charter to Seaboard Shipping Company and sailed from Victoria, B.C., on the 2nd May with packaged Lumber for part-discharge at San Juan and Ponce, Puerto Rico, the balance being destined for Liverpool, where we expect her on or about the 2nd June.

On completion of discharge at Liverpool, she will drydock and then sail for Hampton Roads to load Coal for Japan.

"CAPE FRANKLIN". Arrived at Spurn Anchorage, off Immingham, on the 4th May and is expected to berth at Immingham on the 8th-9th May. She has a cargo of Iron Ore on board, loaded at Tubarao, near Vitoria, Brazil.

Meantime, she is unfixed beyond Immingham.

"CAPE HOWE". Is due at Seven Islands on the 10th-11th May and will there load Iron Ore for Middlesbrough. We expect her to arrive at the latter port on the 22nd May.

She has not yet been fixed beyond Middlesbrough.

"CAPE NELSON". Is expected at the Tail of the Bank of the 7th May and should berth at General Terminus Quay, Glasgow, p.m. on the 10th May. She has on board Iron Ore loaded at Murmansk. Her employment beyond Glasgow has not yet been arranged.

"BARON RENFREW". Arrived at Buenos Aires, the last of her River Plate loading ports, on the 6th May, to complete loading a cargo of Sorghum for Japan and she sails from Buenos Aires on the 10th May. She will proceed to Japan via the Cape of Good Hope, being due at Cape Town on the 22nd May and in Japan on or about the 15th June.

On completion in Japan she will ballast down to Christmas Island and there load Phosphate for Eastern Australia.

She had a good maiden voyage down to the River Plate.

"CAPE RODNEY". Sailed from Hamburg on the 5th May after discharging part of her Peruvian Fishmeal cargo there and then required to anchor off the Weser Light Vessel awaiting a berth at Brake, where the balance of the Fishmeal will be discharged.

On completion at Brake the ship will shift down to Antwerp to drydock and undergo survey, after which she will sail for Peru, possibly via the U.S. East Coast, in which case she may load cargo for Peru at an East Coast port. In Peru she will lift a further Fishmeal cargo.

"CAPE RONA". Arrives Fremantle on the 7th May with a cargo of Nauru Phosphate for that port and Kwinana, where she is expected to complete on or about the 12th May.

"CAPE RONA" (con'd). She will then move north to Shark Bay to load Salt for Japan and on completion in Japan she returns to Nauru for a further Phosphate cargo destined for Western Australia.

"CAPE SABLE". Sailed from Port Lincoln p.m. on the 6th May for Port Pirie where she loads Concentrates for discharge at the Bristol Channel. After loading the Concentrates, she will call at Adelaide and there lift a parcel of Oats for discharge in Glasgow. It is hoped that she might sail from Adelaide on or about the 20th May but this date is subject to confirmation for the ship has suffered delay caused by strikes.

On the run home she will call at Walvis Bay to lift a Concentrates parcel for the Bristol Channel and we presently look for her arrival in the U.K. about the end of June.

"CAPE ST VINCENT". Sailed, in ballast, on the 1st May from Auckland for Nauru, where she should arrive on the 7th May, to load Phosphate for, probably, Adelaide and Port Lincoln. From the latter port she will ballast to Port Pirie to load a part-cargo of Concentrates for Selby, on San Francisco Bay, thereafter completing at Esperance by loading a parcel of Nickel Concentrates for New Westminster, B.C. She should arrive in San Francisco on or about the 26th June-1st July.

Meantime, she is unfixed beyond New Westminster.

"CAPE WRATH". Sailed from Port Pirie on the 14th April, with a part-cargo of Concentrates for discharge at a Bristol Channel port, completing at Mount Maunganui, New Zealand, with packaged Lumber for Liverpool. She sailed from Mount Maunganui on the 5th May and we hope she will arrive in Liverpool on or about the 6th June.

"CAPE YORK". Should complete discharge of a Casablanca Phosphate cargo at Tonda, Japan, about the 9th May, after which she will ballast down to Nauru to load more Phosphate, this time for Western Australia, possibly Albany.

After that, she will load Ilmenite at Bunbury for Immingham, at the same time lifting a parcel of Zircon for Antwerp or Rotterdam.

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In TRIAD No. 3 we listed the Radio Call Signs of the ships of the fleet and now give below the Call Signs of the new ships which have joined the fleet since then:-

"BARON RENFREW"	GNUT.
"CAPE YORK"	GZDC.
"TEMPLE ARCH"	GZZH.

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Soft Lighting.

The subject of cabin lighting was discussed during Seastaff Five and it was promised that the matter would be investigated. We are all for the "soft lights and sweet music" but unfortunately, sometimes when we try to do something new various snags become apparent. When the "Cape Clear" was fitting-out the designer approached us with the suggestion that tinted fluorescent tubes should be used and it was felt that the effect was very restful. Regrettably, the Board of Trade Surveyor had other thoughts on the matter however, and condemned the whole cabin lighting system, stating that the wattage was well below Board of Trade limits. Consequently, out came the pink tubes and in went the white. Although the Board of Trade put a spanner in the works as far as this particular system was concerned, we must emphasise that they take the interests of seafarers seriously by ensuring that eyesight is not strained by the fitting of poor lighting.

Those who have sailed in the Norwegian-built vessels doubtless have been impressed by the standard of lighting from deckheads, bulkheads and also of the concealed type. It is pleasing to record that the Builders, although satisfied with their past standards, have consulted us as to the future design of shades with, we think, very pleasing results - as will be seen on the ships being commissioned in the immediate future.

Although the homely glow of the bulkhead dynamo is a thing of the past, every endeavour is now being made to ensure Satisfactory lighting through the efforts of the Board of Trade, the Shipbuilders and the Shore Staff, all of whom

"CAPE BOWA" (see'd). She will then move north to Shark Bay to load
Salt for Japan and on completion in Japan she returns to Hants for a further
throughout cargo destined for Western Australia.

"CAPE BOWA" Sailed from Port Lincoln p.m. on the 6th May for Port Pirie
where she loads concentrates for discharge at the Bitter Channel. After loading



Aerial view of m.v. "Baron Renfrew" in Oslo Fjord during her Acceptance Trials, April, 1970.

impressed by the standard of lighting from deckheads, bulkheads and also at the
concealed type. It is pleasing to record that the Bulbexs, although satisfied
with their best standards, have commented as to the future design of shades
with very pleasing results - as will be seen on the ship's painting.

m.v. "Baron Renfrew".

Following successful Technical Trials on the 7th and 8th April, the "Baron Renfrew" ran her Acceptance Trials on Friday, 10th April and was delivered to her Owners, H. Hogarth & Sons Ltd., at 1505 hours that day. An average speed slightly in excess of 17.5 knots was achieved during two runs over the measured mile. After the ship was safely berthed on conclusion of the Trials she was visited by her Godmother, Mrs. Ann Cheales, who travelled to Horten specially to see, in finished state, the vessel she had launched on 14th November, 1969.

We have good reason to be very proud of "Baron Renfrew" because, in line with Scottish Ship Management's policy of continuous modification and improvement, this latest addition to the combined Hogarth/Lyle fleet embodies our most up-to-date ideas on accommodation furnishing (e.g. fitted carpets in all cabins) and amenities. Over and above the loudspeaker equipment fitted throughout the living quarters for sound radio and 'piped' music, there are two multi-channel T.V. receivers - one for Officers and one for Ratings - to give worldwide viewing.

The ship has two 'firsts' to her credit. Not only is she the first S.S.M.-managed ship but the first commercial ship to be powered by Ruston V-12 medium-speed diesel engines which are a development of the in-line AO engines installed in "Temple Arch". Also, she is the first of our vessels to be fitted with the latest Clarke Chapman 15-ton electric grabbing cranes largely designed to our requirements and equipped for programming the work cycle. In fact, her technical specification is such that it makes her one of the most advanced ships of her type afloat today. She is manned by a G.P. crew under the command of Captain P. Smith.

The "Baron Renfrew" sailed from Horten on 11th April and, after bunkering at Flushing, is now on passage, in ballast, to the River Plate to load Grain for discharge in Japan.



"Baron Renfrew" moving away from her fitting-out berth at Horten to commence her Technical Trials on the 7th April, 1970. The prolonged wintry weather which we have been experiencing in these northern climes is evident in the picture - taken by Mr. P. J. Brookes, Third Officer on "Baron Renfrew".

Immediately ahead of our ship can be seen the forward half of a 60,000-ton tanker being built for Bergen Owners. This portion was built on the ways in the conventional way whilst the stern half, with the engines, was built in drydock.

A welcome message from 'The Happy One' Reporter on board "Cape Nelson".

The Editor,

TRIAD

March, 1970.

Dear Sir,

Recently a change was made in the Crew's Bar, the Cape Tavern Inn, on the "Cape Nelson". At great expense it was completely redecorated by the sailors and stewards in their own time - "the decor is just like the Ritz" was one comment - and when it was completed it was unanimously decided to have a Grand Opening Night.

Invitations were sent out to the Spike and Spanner Bar, informing them of this great Grand Opening of the Cape Tavern Bar and Lounge - dress informal, drinks free and please sign the Visitors' Book.

The Bosun made the opening speech, which was very short as he had a pint waiting and at 1900 hours he declared the bar open.

That same evening a darts match was arranged up in the Spike and Spanner to play for the "Cape Nelson" Darts Trophy. This Trophy had been held by the Spike and Spanner for a long time (far too long) and the Bosun, as Captain of the Cape Tavern Team, warned his team that they had to win - or their 'tap' would be stopped. The Cape Tavern Team won the match 7 - 1 and, who lost? Why, the Bosun! (Tap now stopped).

The following week the Trophy was again played for and once again the Cape Tavern Inn Harriers proved their worth, winning 6 - 2. It only goes to show, they can throw a wicked dart but, in all fairness, the Spike and Spanner team tried hard but just could not quite make it.

This week, instead of darts it's 'eyes down for Bingo'. We intend to play again for the Darts Trophy before docking in Glasgow and it is only a pity that we won't be long enough to arrange yet another darts match. Who knows what hidden talent (for darts) might be found amongst the Office Staff!

STOP PRESS:

Saturday, 28th March, 1970.

News, or whatever one wishes to call it, has reached my ears that the Darts Trophy will be won tonight by the Spike and Spanner. I, during my rounds of various clubs, etc., found myself in the Cape Tavern Inn where, to my great delight, the darts match had just commenced. The tension in the Club was terrific and silence was the operative word. By the time I had wandered around talking to both teams, who were in great spirits, it was apparent that all were full of confidence and that it was anybody's game, with the Trophy at stake.

The Cape Tavern fielded the same team and, to a man, were full of energy and 'rarin' to go'. The opposition, the Spike and Spanner, had a few changes in their team but nevertheless the spirit and determination was there.

However, determination was not enough, for the Trophy stayed with the Cape Tavern - the score this time being 4 - 3. So, it just shows that they mean business but, for myself - being neutral - I pass no comment. Let's just wait until the next round.

Well, that is all for the moment - more news and views as and when it happens.

Sincerely,
'The Happy One' Reporter,
M.V. "Cape Nelson".

SEASTAFF FIVE - AN OFFICE IMPRESSION

Seastaff Five was held between the 9th and 13th February and was attended by the following members of the Sea Staff :

Captain A. MacKinlay
Mr. D. McLeod
Mr. J. Allan
Mr. D.S. Gordon
Mr. W.A. Andersen
Mr. I.M. Taylor
Mr. E. Hutter
Mr. D.K. Carmichael
Mr. J.I. Wightman

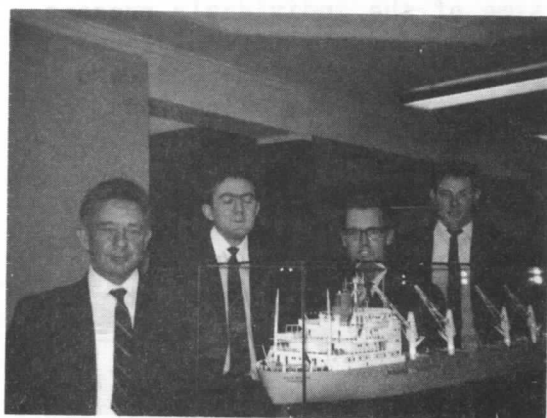
As with previous Seastaff Meetings, this one proved very successful and several new and interesting points arose. As a result of some suggestions the format of the next Course will be changed slightly.

On the Wednesday afternoon of the Course we put to the members various questions in order that an article could be written on the replies received and this article appears in this edition of TRIAD. We elected to introduce this 'ploy' because of various commitments that afternoon by members of the Office Staff.

A point which was raised during the discussions was the question of films on board ship. It was suggested that we should contact the B.B.C. and S.T.V. Sports Departments and enquire whether or not we could purchase old films of cup finals, motor races, tennis matches, etc. On investigating the matter it was found that the nature of the tapes was such that they were unsuitable for use on conventional projectors and it was impossible to use any kind of transformer.

We are always on the lookout for suggestions such as this one (although in this instance it turned out to be impractical) for it could well be the case that some future suggestion (s) would be quite feasible.

We anticipate that Seastaff Six will take place, in the Office as usual, during the week commencing Monday, 11th May, 1970.



Left to Right : Catering Officer E. Hutter, Fourth Engineer D.K. Carmichael, Electrician J. I. Wightman and Second Officer I.M. Taylor.
(Model of "Cape Wrath" in foreground)



Standing : Chief Engineers D. McLeod and J. Allan.
Sitting : Chief Officer D. S. Gordon, Captain A. MacKinlay and Chief Officer W. Andersen.
(Model of "Baron Forbes" in background)

On the Wednesday afternoon of the Course it was decided to test the knowledge, ideas and ingenuity of those attending by asking them a few questions which we thought might reassure us by confirming that our Officers are unequalled in these fields. Some of the answers surprised us more than others.

Question One was - "If a Managing Director of S.S.M. were appointed and you got the position say what would be the first thing you would do?" Amongst the answers we received we had one resignation, one party, a handout of boilersuits (to Engineers only, however), a lower retiral age for Sea-going Staff and a drop in salary for everyone except the Managing Director. One particular individual would have joined the Western Club right away.

Question number Two: "How many vessels would you consider the perfect number for the S.S.M. fleet?"

Answers to this question varied from fourteen ships to forty-five and no number given seemed to suit everyone. The general average came to thirty-one.

Question Three: "What do you like best about TRIAD?"

Without any doubt the Personnel pages are looked at straight away. Nevertheless, it was also evident that the whole magazine is popular although the man who liked the layout of the advertisements must still have been suffering from the effects of his lunch!

We then asked them what certain sets of initials stood for and the following were the initials chosen:

F.A.N.Y.:

E.N.E.:

D.C.L.:

Well, obviously the first one stands for First Aid Nursing Yeomanry and the second for East North East. The Third, of course, is short for Doctor of Civil Law. However, only one member of the group succeeded in getting even two out of three answers correct and as a group they scored eight out of thirty. No comment!

For the Fifth question we endeavoured to test their knowledge of words in the English language and asked them the meaning of three words, these being:

Noddy:

Fardel:

Havildar:

As any person who considers himself even moderately educated would know, a Noddy is a bird, a Fardel is a pack or something burdensome and, an easy one thrown in for encouragement, a Havildar is, yes! you're quite right, an Indian Sergeant. Nevertheless, it is sad to have to record that the lunch again must have had an effect on the minds of our group for only two participants got one answer right! This gave the impressive total of two out of thirty.

We then went on to investigate the leisure time of the individuals present and asked them what their favourite T.V. programme was. Seventy percent found that all the sports programmes were to their liking and the other answers were the News, 'Softly, softly' and, for some reason best known to him alone, one individual reckoned 'The Sky at Night' was the best entertainment.

Question Seven: "Which is your favourite ship in the S.S.M. fleet at the moment?"

The "Cape Clear" came out as 'clear' winner although there was a great spread over the entire fleet. One person stated that he was quite happy at home.

We then went on to ask a bit about the eating habits of the group and asked them what their ideal four-course meal was.

There were some extremely varied menus although most people started off with some sort of soup, followed by fish and then a steak and ending with either fruit or ice cream. One member of the group filled himself so full of chicken soup that he was incapable of thinking what he wanted for the following three courses!

For question Nine we asked what was considered to be the ideal retiral age and, on retiral, where would one live.

For answers, we had two swallowing the anchor at sixty, four at fifty-five and three at fifty. It was fairly obvious how old one member was when he gave

his answer as 41½! The place to settle on retirement varied from Canada, New Zealand, Manchester (guess who?) and the North of Scotland to the West Indies.

The popularity of the micro mini-skirt was evident when we asked whether those who were married allowed their wives to wear one and those who were not married whether they thought they would. Sixty percent said they would.

Question number Eleven. "You are travelling from Glasgow to London - what mode of transport would you use?"

Most people travelled by air although we suspect that the driver of the steam road roller would probably beat the pusher of the wheelbarrow.

Question number Twelve. "Will decimalisation help us or not?"

Without any doubt in the minds of Seastaff Five it will certainly help.

Question number Thirteen: "What is your ideal pet?"

This question raised a bit of a giggle and we ended up with seven different breeds of dog, one parrot, one fish and one woman!

Question number Fourteen: Finish this sentence - "Dry bread at home is better than.....?"

The sentence should in fact read "Dry bread at home is better than roast meat abroad". Several answers were similar to this although two thought that it was better than dry bread in jail and one person made a few comments about the feeding on board his last ship.

We then went on to find out how much each individual knew about the Company. Question Fifteen asked - "What is the most common surname of Contract Staff in the fleet and how many people of this name are there?"

There are in fact five MacLeods and five Smiths. Most people were aware of this although one person thought there were ten MacLeods. Glory be!

Question Sixteen: "Who launched the "Cape York"?"

Most people who answered this question were under the impression that Mrs. T.S. Shearer had launched her although in fact she launched the "Cape Sable". It was the Hon. Mrs. A.M. Lyle who launched the "Cape York" and as no one at Seastaff Five had sailed on that ship perhaps they can be forgiven for not knowing.

Question Seventeen: In the last edition of TRIAD a suggested blazer badge was portrayed and this design was again shown during one of the meetings when we asked what was represented in the badge. For those who have not already given this point thought, we would mention that the Crown is that of the Merchant Navy, the Trident is symbolic of the three Companies - Lyle, Hogarth and S.S.M., and the Seahorse has become an adopted symbol of the Company. The colours, red and blue, are those of the two Parent Companies. One person at the meeting gave the correct answers to all these points.

Question Eighteen: "Should we hold parties on board the Ore Carriers when they are in Glasgow?"

The answers to this question fell into one or other of three categories: "No", "Yes" and "Yes, with qualifications". We had three of the first, four of the second and three of the third. Therefore, it appears that the parties held on board the Ore Carriers in Glasgow are accepted and enjoyed by the Seastaff, especially if the ship is in for forty-eight hours or more and, to quote one individual, "They are all very pleasant, yes, very pleasant".

The second-last question was: "If you weren't a seafarer, which profession would you like to have followed?"

Some of the answers we had were: "Georgie Best", "Arnold Palmer", "an Army sergeant", "a doctor", "a vet.", "an hotel manager", two said "an airline pilot" and one "a farmer" and another "a dustman"!

To finish up with we asked everyone to write his own obituary in about fifty words but the greatest number of words we got was seven! One person said that he had 'tried', another claimed to have been 'the greatest' and yet another was quite content to confine himself to 'R.I.P.' whilst most of the others obviously hoped for a good few years yet as they failed to write one at all.

Perhaps they are extremely happy with their lot with S.S.M. but the one that really proved best of all was: "He lived for S.S.M. - Sun, Sex and Money!".

The conclusions that can be drawn from these answers are many, and perhaps the best are those you think of yourself. However, we can follow a pattern throughout the answers. For example, some comments on the Nursing Yeomanry were unprintable and most people thought D.C.L. stood for Distillers Company Limited, at the same time thinking that a Noddy was tot of rum. Everyone had wine or beer with their favourite meal and one individual would like to 'retire to the jiggin'. With a woman as a pet and parties in Glasgow being 'all very pleasant', it came as no surprise that 'he lived for S.S.M.'.

What was it someone said? ; "let's eat, drink and be merry for tomorrow we die", and what is the significance of the phrase "Wine, women and song"? A test of knowledge, ideas and ingenuity. Yes! perhaps we are unequalled in these fields.

SONNET FOR SEASTAFF.

(for lines, read verses).

The Word went out from the Son of Nichol

Attend the Office the rods in tickle

To take a part in fifth Sea Staff

And don't expect to dill and daff.

So off we set come Monday morn,

Expecting to lap up loads of corn.

This idea did die at birth

As all were brought right down to earth.

Our first assignment was walk around

And meet all pundits on their own home ground.

H. Walkinshaw, that ball of fire,

Rubbed noses firmly in the mire.

He pointed plans for them and us,

Well presented without fuss,

Then to break and off to lunch -

A pint to sup and a pie to munch.

Then W.M.S. on 'Ops' did speak

And J.P.W. how to Charters seek.

Thus we listened that first day

And some our thoughts did try to say.

Next day Messrs. Smith and Marshall

Launched projects and plans that shall

Swim round our heads till we are dizzy;

To make them work we'll all be busy

Communicate, and how to plot and plan

What to do and when you can,

To communicate it took all day -

Interesting but verbose, I'd say.

Then project two gave every clue

A problem set that was as gar'd as grue.

The problem was by all assessed

With results varied, as you've guessed.

In due course address by R. D. Love

Producing ideas average above,

Such as Stewardesses on the PILL

Obeys each and every will.

Then adjourn to the Western Club,

This was voted a real dream pub.

There we all Directors met,

Good the food, the talk, the wet.

Then Seastaff had an inward look,

Ideas and such went in the book.

Then on to TRIAD, McAlister's child,

With compliments really running wild.

So to a stint with Mr. Ross,

Stores and spares by the gross

Shall make profit into loss

So calculate, don't run to boss.

Then another walk around

Sect by sect ideas to sound.

So we back up Enoch Powell,

Segregationists set up a howl.

Mr. Begg then had his say -

Increase your costs? There's hell to pay!

Then on to the final day,

When most were loath to go away.

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Young son, looking up at the 15 foot high giraffe in the Natural History Section of the Glasgow Art Galleries, suddenly turned to his father and asked, quite seriously:

"Dad! When it dies, can I have my hamster stuffed?".

IN PORT ONE DAY TOO LONG?

We are all well aware that shore leave is limited whilst serving on the Ore Carriers, however, on the "Cape Howe's" last visit to Glasgow (early March, 1970 - Ed.) our Third Mate, Allan Neil, found time for his needs.

He was, perhaps, a trifle embarrassed when he sidled up to me on the 3rd March and asked if I would try and get an hour off to accompany him and his young lady, Elizabeth, to a "wee room in Martha Street".

The old Navigation School used to be situated beside this establishment so what went on there was no great mystery. Yes, Barnacle Bill was taking the plunge and getting himself hog-tied with two half-hitches. I was glad to accept the invitation, along with Mrs. Alison Fenwick, and away we went to Martha Street Registry Office. (Mr. L. Hocking couldn't understand why the Registrar was unable to manage down to the ship to carry out his duties!).

The actual ceremony took only a few minutes (for a moment the Registrar got his facts wrong - he didn't know it was the Second Mate on the "Cape Franklin" (Mr. P.A. Fenwick) to whom the Best Maid was married!). After the happy couple were finally pronounced man and wife and showered with confetti, we adjourned to the Lunar Seven for a quick toast before having our photographs taken at Van Royce, Buchanan Street. This done, back to the ship we went where Captain MacKinlay gave Mr. and Mrs. Neil another toast, with the good news that the ship wasn't sailing until the following morning. And a wedding present for Allan? "Allright, Allan, I'll do your night-on-board for you!".

Now that we are approaching Glasgow again, Allan is wondering what will happen this time. The first time he was there he signed-up with S.S.M., the second time he got married, so now what.....?

A.W.

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A letter received from Captain Robert Gibson, Port William, dated 19th February, 1970.

"Dear Sirs,

Many thanks for your Winter edition of TRIAD, which I was glad to receive yesterday. I have read with interest the various items therein, especially the launch of "Baron Renfrew" No. 3. May she be as happy a ship as her predecessor when I sailed in her during the war. Even the Luftwaffe could not sink her on 28th January, 1941, with five near misses and one hit which, fortunately for us, failed to explode in the starboard bunker.

I was very sorry to hear of Mr. John Currie's death. It does not seem so long since I travelled with him and Captain Bryson from Glasgow to Ayr, when I enjoyed their 'crack' re modern ships of your Company. At the other end of the calendar, I note that my shipmate Mr. James MacLennan has passed away. Very few of that generation of Chiefs now remain and as I look at Mr. Moore at the controls of the "Temple Arch", what a difference to the days of bad coal, drunken firemen and dust, soot, clinkers and ashes ad lib.

Now I am beginning to blether (we would dispute that claim: Ed.) so I had better close. Again, many thanks for your magazine and I wish you all the best in 1970. My regards to the Staff ashore and afloat with whom I am still acquainted".

I am,

Yours truly,

(signed) R. Gibson.

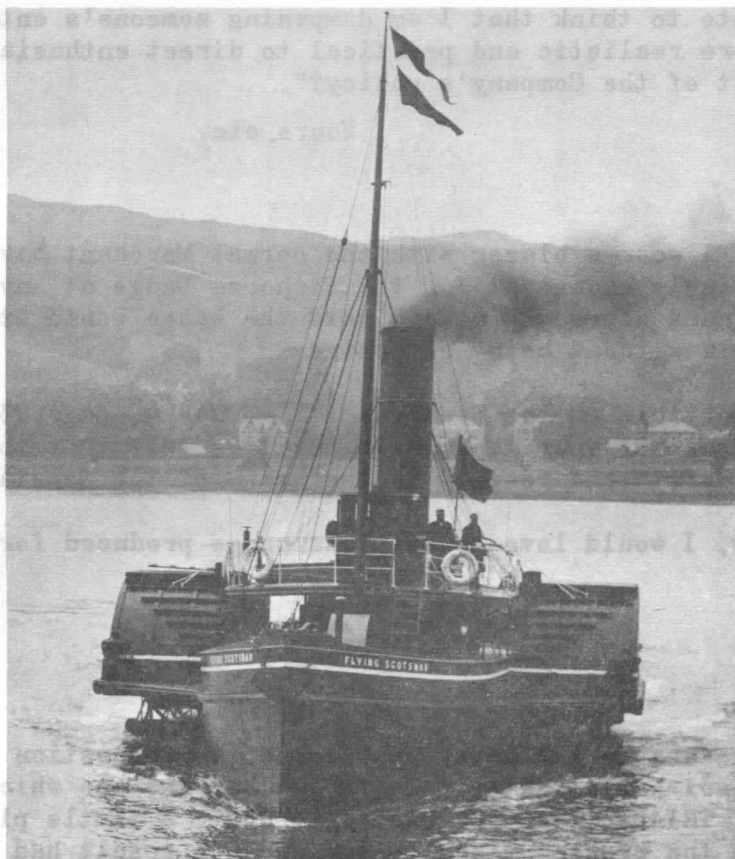
On 2nd March, 1970 the Clyde Shipping Company's newest tug - "Flying Scout" - was commissioned at Finnart, Loch Long, when she took in tow the tanker "Bideford". This tug has twin Polar Diesel engines giving her a speed of $14\frac{1}{4}$ knots and a drawbar pull of about 36 tons. She is fitted with a Liaaen variable pitch propeller and was built by Scotts of Bowling.

An interesting feature, clearly evident in the accompanying photograph, is that the traditional funnel has been replaced by a tripod mast with twin exhaust uptakes, thus giving excellent visibility from the wheelhouse.



"Flying Scout"

By way of contrast, below is a photograph of the Clyde Shipping Company tug "Flying Scotsman", which was for long a familiar sight on the Clyde.



Built South Shields, 1898, broken-up 1948.

Both photographs by courtesy of the Clyde Shipping Company.

After publishing a suggested design for a blazer badge in the last issue of TRIAD we were hopeful of receiving a reasonable number of replies expressing opinions and are therefore frankly disappointed at the poor response.

However, we print below those letters which have been received, one of them accompanying an alternative design of badge, and we would stress that it is not too late to send your comments, criticisms and suggestions.

- - - - -

"Dear Editor,

Firstly, please let me say how much I enjoy reading your magazine TRIAD; my wife is also an avid reader.

I am mainly writing this letter as a reply to the article on a proposed blazer badge. I find that it is a handsome and colourful suggestion (I coloured it in myself) and yet simple in its effect. I would also like to say that I find the seahorse symbol both pleasant and endearing. In fact, I would go so far as to say that I would wear such a badge and would even prefer this design on a cap badge to the present one.

I am looking forward to receiving the next edition of TRIAD".

Yours, etc.

"Dear Sir,

With due respect I would say that the Company are wasting their time in trying to produce a perfect blazer badge. Apart from the fact that the proposed badge lacks any character and would appear to be empty in design, I feel that there is little demand for a badge and few people nowadays wear a blazer and, with the cost of blazer badges what they are today, even fewer people would be inclined to buy one.

I would hate to think that I am dampening someone's enthusiasm but would it not be more realistic and practical to direct enthusiasm toward a more important aspect of the Company's policy?".

Yours, etc.

"Dear Sir,

At present I wear a blazer with the normal Merchant Navy Blazer Badge and I would willingly change it for the Seahorse Badge at any time. I feel that with the colours of red, blue and gold the badge would stand out and draw attention to itself without being offensive.

Since the article on the Seahorse (TRIAD No. 4, page 23: Ed.) which appears on the front of your good magazine it is felt that the little fellow has a place of warmth and respect in the hearts of the Seastaff.

Personally, I would love to see this badge produced for the Summer".

Yours, etc.

"Dear Editor,

I have pleasure in enclosing an alternative suggestion for a Blazer Badge which I feel has slightly more to it than the one which appeared in the last edition of TRIAD. That one was, I thought, a little plain and I therefore simply added the crossed flags to it and as a result had to change the shape from a Shield to a Circle.

I would like to add that whichever design is chosen, I think it more than likely that I would wear it with some pride, especially if there was a seahorse in it. Since the amalgamation of the two Parent Companies I have become more and more attached to this animal".

Yours, etc.



Suggested Colour Scheme: Blue Field (lighter blue than S.S.M. House Flag, darker than blue of St. Andrew's Cross).
Crown Gold
Seahorse and Trident Gold
'Rope' Surround Gold

NOW! Turn to Page 41.

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WHAT IS A SEAMAN?

Between the security of childhood and the insecurity of second childhood we find a fascinating group of humanity that comes in assorted shapes, sizes, weights and states of sobriety. They are on ships, ashore, in love and, in most cases, in debt.

Girls love them, towns tolerate them and shipping companies support them. A Seaman is at home with a deck of cards, brave with a stomachful of beer and the world's most avid reader of For Men Only and other 'literature' dealing with women of easy virtue.

He will drink anything that contains alcohol. He has the energy of a tortoise, the brains of an idiot, the yarns of an old seadog and the flyness of a fox. Some of his interests are women, girls and the opposite sex.

His dislikes are work, answering letters, the Old Man's inspections and that horrible call of "Turn to!". His complaints are the ship's food.

No-one else can cram into his hip pocket a discharge book, union book, I.D. card, a photo of his girl, wife or fiancée, a comb, one crushed packet of cigarettes, a train ticket and what's left of his last pay-off.

A seaman is an amazing creature. You can lock him out of your house but not out of your heart. You can wipe him off your mailing-list but not out of your mind.

He is your seagoing one and only, good-for-nothing bundle of worry and yet all your dreams pale into insignificance when a seaman looks at you with those bloodshot, bleary eyes and gives you that lop-sided, sometimes toothless grin and says "Hello Pal", or "Honey".

B.S., Asst. Steward.

Q U I Z.

- 1) What was the Sanhedrin?
- 2) How, according to legend, did a sirloin of beef get its name?
- 3) When did the first scheduled jet passenger flight between Europe and America take place?
- 4) When was the Bank of England founded?
- 5) Where is the Atlantic Ocean's deepest point and what is the depth?
- 6) Everyone knows the town crier's call of "Oyez!", used at a time when many could not read. What is the derivation of the word "Oyez"?
- 7)
 - a) Who was the villain of 'A Christmas Carol'?
 - b) Who sat 'Eating a Christmas pie'?
 - c) Which Roman Feast corresponded to Christmas?
- 8) In which operas would you find the following pairs of characters?
 - a) Yum-yum and Ko-Ko.
 - b) Pinkerton and Suzuki.
 - c) Mimi and Rudolfo.
- 9) What are the following?
 - a) Blue Peter.
 - b) Black Maria.
 - c) Orangemen.
- 10) State in which field of Music the following perform:-
 - a) Yehudi Menuhin.
 - b) Maria Callas.
 - c) Sir John Barbirolli.
- 11) What is the capital of Malayasia?
- 12) What is the Milky Way?
- 13) Which King of England was killed as he hunted in the New Forest?
- 14) In which Country is Expo-70 being held?
- 15) To whom is the authorised version of the Bible dedicated?
- 16) What was the Sword of Damocles suspended by?
- 17) Who was the first person to fly across the English Channel?
- 18) What is a Vintner?
- 19) By what name is the Paris Stock Exchange familiarly known?
- 20) What was the name of the ship that took Columbus to the New World?

(Answers on Page 36).

UP, UP AND AWAY! ———— WITH YOU!

Mr. Kenneth Ross.

Ken Ross served his engineering apprenticeship with the Blythswood Shipbuilding Co. Ltd., from 1937 to 1942 and after that went to sea as a Marine Engineer until 1951, during which time he obtained his First Class Board of Trade Certificate — Steam and Diesel. After returning ashore he served for a period with Yarrow's on engine installation and repair work and from there went to British Polar Engines Ltd., as Contracts Engineer, responsible for estimating and tendering for marine geared diesel installations.

In August, 1954 he joined the Staff of H. Hogarth & Sons Ltd., as Assistant Superintendent Engineer and was subsequently promoted to Superintendent Engineer of that Company on the retirement of Mr. Donald McDougall in January, 1968. He is, of course, one of the founder members of Scottish Ship Management Ltd., and he succeeded Mr. F.J. McKerron as Chief Superintendent Engineer of the Company when Mr. McKerron retired in October, 1969.

Mr. Ross's hobbies are golf, swimming and photography.

Captain R.D. Love.

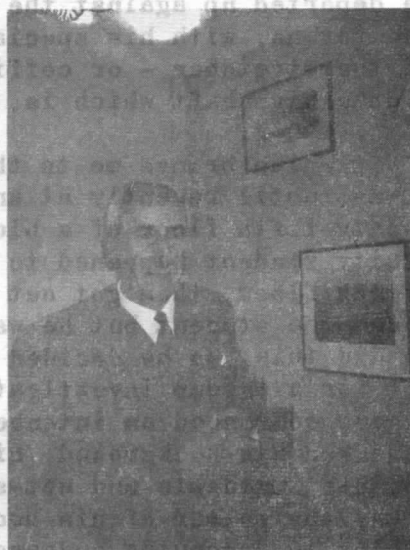
Having been brought up in a seafaring family going back several generations on both sides, it was natural that Robert Love should make the sea his career. Captain Love joined Lyle Shipping Company as a Cadet in June, 1937 after having served his first two years as a Cadet with another Glasgow Shipping Company.

On completion of his Cadetship in September, 1939 he proceeded through the ranks until he was promoted Master in 1951. His first command was s.s. "Cape Sable" — a very popular ship of her day — and he thus completed the full cycle as it was on this vessel that he had his introduction to the Company as a Cadet.

His sea career terminated on the ore carrier "Cape Nelson" in December, 1963 when he joined the Shore Staff. We are informed that he considers his worst days during the War or a bad night in the North Atlantic are not to be compared with a Monday morning in the Office!

At the formation of Scottish Ship Management Ltd., in May, 1968 he was appointed Marine Superintendent, a position he presently holds, and which he held previously with Lyle Shipping Company.

When he gets any spare time he endeavours to fit in the rudiments of fishing and golfing during the Summer and in the Winter he suffers on the terracing at Firhill!



The new 'high-rise' flats which are sprouting up everywhere nowadays have been mentioned before in the pages of TRIAD but, perhaps, one particular aspect of them has not - their LIFTS! In any building comprising anything from, say, ten to twenty-five stories the lifts obviously assume more than just momentary importance and, indeed, to many folk living on the upper stories of the high flats these lifts achieve an almost human quality and are frequently referred to, and perhaps even addressed, as though they were persons in their own right. (This will be readily understood by all in the Office who are dependant upon the lifts at 40 Buchanan Street and 12 Princes Square - a more temperamental, cantankerous collection of mechanical fiends would be difficult to find anywhere). There is no doubt that the lifts in high flats well-nigh dominate the lives of the inhabitants and anyone using them approaches them with feelings of hope, awe, fear and inferiority. In conversation between tenants these lifts are frequently alluded to as real personalities with comments such as "Och, she'll nae stoap at seventeen the day" or "Na, na, laddie he never works on a Friday".

Callers at these high buildings are frequently foxed by the strange goings-on of the high flat lifts. Normally, on pressing the button for, we'll say, floor 11, one is justified in assuming that when it stops, that's floor 11. Not a bit of it! It is more likely to be floor 12, or 10, or even 13 or 9, at which point it becomes necessary to commence a march along corridors, up (or down) stairways, around corners, past balconies, through foyers, before reaching the desired goal. A wise precaution, if it is absolutely essential to return to the lift to descend to the ground, is to arm oneself with a lengthy ball of string. Seriously, doctors for instance do find that the number of house calls they can cover in a given period is reduced measurably because of the distance required to travel in, up, down and around high flats in an earnest endeavour to locate the patient! Speaking of doctors, there's another point which springs to mind. How, in Heaven's name, is it possible to get stretchers - and coffins - into these lifts which, after all, are not that big. No, it is not necessary to stand the ill or the departed up against the wall - not, that is, if the building caretaker can be located for he, with his special key, can remove one wall panel and so enable the end of the stretcher - or coffin - to ascend or descend outside the lift in the dark, draughty shaft which is, apparently, bigger than the lift.

Which brings me to the main point of this rigmarole of ups and downs. There was, until recently at any rate, a wee man of 4'4" or thereabouts who lived on the twenty-fifth floor of a block of high flats. Now, quite by chance, an earnest university student happened to learn that this wee man always took the lift to the nineteenth floor, then got out and walked up the remaining six. This greatly intrigued the student but he was far too polite, of course, to ask the wee man why he did this, so he decided that this phenomenon would form an excellent subject for a 'group investigation'. Accordingly, he and several of his student colleagues commenced an intense study of the wee man (unknown to him, naturally). They checked his background, his type of employment, his antecedents, his eating habits, his immediate and not-so-immediate family, his taste in clothes, his size in socks, the colour of his boot laces, his favourite pub - in fact, just about everything in a genuine endeavour to find out why he always got out at the 19th floor and then walked up to the 25th. Their investigation went on for months and months by which time they had succeeded in amassing a huge amount of information about the wee man and all the while he was in total ignorance of the interest and activity he was generating (being a polite, pleasant wee soul, he minded his own business) but the students utterly failed to find out why he got out at the 19th floor and walked up to the 25th. By now they were well-nigh desperate for the substantial financial grant they had received to carry out the investigation was nearly exhausted so, there was nothing for it, one of the braver brethern in their midst would just have to enter the lift with the wee man, travel with him to the 19th floor, get out there, follow him up the six flights of stairs and, just before he entered his house take the bull by the horns, screw up every ounce of courage and blantly ask him "Please, PLEASE tell me why you get the lift to the 19th floor and walk up the six remaining floors?" "Why? forebye", replies the wee man, "Ah cannae reach higher than the 19th button!".

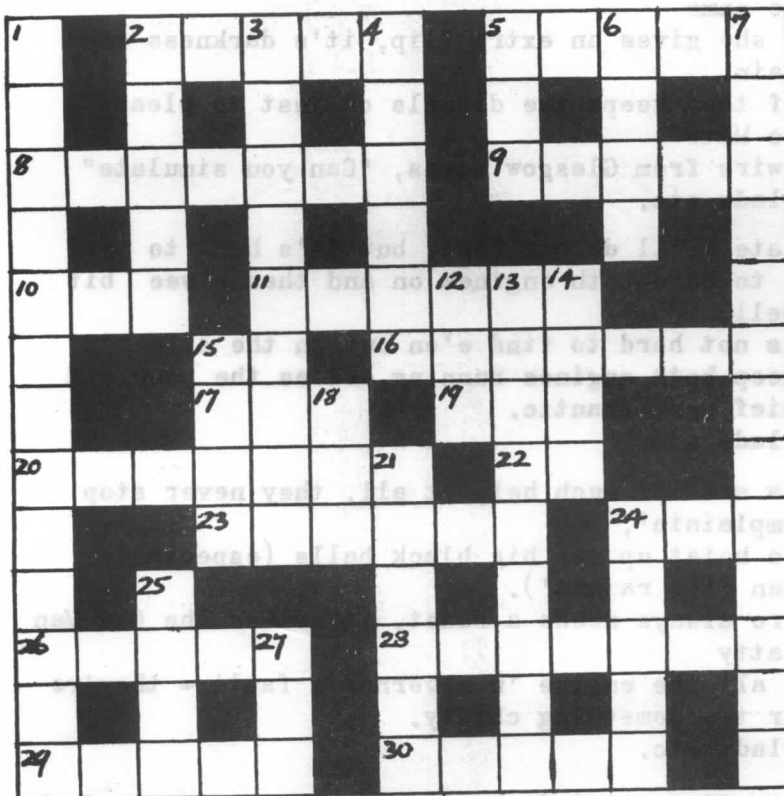
Which only goes to show, you won't get anywhere, not even the 25th floor, without plenty of study and research!

CROSSWORD

(Solution on Page 36)

Across

2. Austere. (5)
5. Vessel that goes backwards in the pools. (5)
8. Fashions are often this. (7)
9. Only a mammal - what's she got to blow about? (5)
10. A fast little devil (3)
11. Fast pace for a horse. (6)
15. Optional. (2)
16. Napoleon was one. (7)
17. This ewe is very small. (3)
19. You go for the water at this kind of resort. (3)
20. There is only one in a cul-de-sac. (4, 3)
22. All right. (2)
23. Their pace is very slow. (6)
24. When stumped you are this. (3)
26. Angry. (5)
28. Water container. (7)
29. 50 + 1 + 50 and add a hundred for colour. (5)
30. This one can't win. (5)



Down

1. In a period before recorded history (13)
2. Don't slouch. (3, 2)
3. Laurel might be an example of this. (9)
4. Very difficult to find in a haystack. (6)
5. What a pig to scatter seed. (3)
6. O friend! what a gem. (4)
7. Abnormal. (13)
12. You don't hear of this railway nowadays (3)
13. Black and white, thin and thick are examples. (9)
14. The highest point. (4)
15. The snow fight gives possession. (4)
18. Girl's name (3)
21. Drive away. (6)
24. Alternate. (5)
25. You might get into deep water here (4)
27. Pouch. (3)

As this number of TRIAD covers the period during which the Grand National was run, is it possible this has provided the inspiration resulting in the two following contributions - one from "Temple Arch" and the other from "Cape Howe".

THE LINCOLN RACES

(With apologies to fellow Geordies!)

Refrain

Oh!, me lads, you should've seen us gannin'
Passing mates in alleyways when we heard alarm bells
clangin'

Trying to get the diesels on with determined faces,
To try and beat the big blackoot, when the engine
races.

From Horten toon we sailed away, 'though not without
a scare

When we passed through Pentland Firth a gear wheel
fell off there.

We hoyed it back and carried on but now began the
fun.

Man, you've never seen the likes before, with one
shaft genny on,

Oh!, me lads etc.

The revs gan up, the revs gan doon, the cycles do
the same

And when she gives an extra flip, it's darkness once
again.

The Chief then keeps the diesels on just to please
the Mate

Until a wire from Glasgow comes, "Can you simulate"
Oh!, me lads etc.

To simulate we'll do our best, but it's hard to tell
You have to have both engines on and then a wee bit
swell.

A swell's not hard to find e'en out in the Atlantic,
But to keep both engines running drives the poor old
Chief near frantic.

Oh!, me lads etc.

The Mates are not much help at all, they never stop
complainin',

Having to hoist up two big black balls (especially
when it's rainin').

Their gyro always needs a reset, it drives the Old Man
scatty

But it's all the engine 'n governor's fault - they're
far too something chatty.

Oh!, me lads etc.

The G.P.'s divvn't mind at all when the ship gans dark,
You'll see them on the after deck fishing for a shark.
It's strange to see them laugh and smile when wiping up
the oil

But so would I with overtime for forty hours toil.

Oh!, me lads etc.

So if you're fond of bonnie lights, this is the job for
for you for

Apart from those Ruston twins, we're a very happy crew.
Just forget these tales you hear and banish all your
fears,

Drop a line to S.S.M. and relieve these pioneers!

Oh!, me lads etc.

A NIGHT AT THE RACES.

The soft velvet of Longchamps, the fashions of Ascot and the excitement of Caulfield (that's in Melbourne, Australia, for the benefit of all those 'higorant' Pommies - and what other kind are there?) (!) All this atmosphere on a ship?

Who but a landlubber would ask such a question. Of course not! However, it was the only way to launch into this rather foggy recollection of A Night at the Races held in the Rivet Bell on board the mighty "Howe" - the Greyhound of the Iron Ore Routes.

Nay, I jest not, be it known to all and sundry that the milk bottle that passed us in the Bristol Channel in June, 1969 has been left well and truly behind. Some disbelieving cynic claimed this was due only to a well-aimed potato from an enraged engineer, but we choose to ignore such libellous statements.

Now, back to the Race Meeting, if only to try and reclaim my shirt which is now in the possession of that genius of the odds, Mr. William Anderson. He, it has been rumoured, has been offered large sums from Ladbrooks, Hills and some obscure bookie named Banks to remain at sea and thereby allow them to carry on scraping a meagre living.

In full partnership with this benefactor of the punter, as his guardian of the lolly, comes the genial Captain MacKinlay whose wizardry with the books is world-renowned. This man's energy is amazing; he even finds time to double as Master of this floating casino when, in what must be racing lingo, something called BISCO needs use of the holds for something or other!

At the 'course' there is a tote window, cleverly disguised as a bar, behind which two 'leckys' are seen to lurk and, occasionally, Catering Officer Smith and even the Third and Fourth Engineers. Strange odds indeed are settled there and your units are returned in liquid form - some amber, some pale and, it has been known, some in liquid gold!

Alas and alack, this Writer believed its days to be numbered. The mighty Anderson Combine has several tick-tack men closely watching these events, amongst them being 'Long Odds' Smart, 'Six to Four' Hocking and 'Pontoons' Weir. Surely a takeover is on the cards. Ah!, which reminds me, let's not forget our respected Master's pet game, known to all as 'Domino Card'. As if anyone would dare to forget it. If they were so foolish, immediate exile to the "Nelson" would be the result - that is, if one survived the keel-hauling, of course!

Before the evening begins, and to put everyone in the mood, our Captain reads a short Service - 'Robert', of course. This creates just the right amount of confusion necessary to prevent anyone backing a winner.

What about the racing then? Oh well!, that's a horse of a different colour. Indeed, I may even write a story about it someday. (No, Chief, I won't bet on it!).

(Signed)

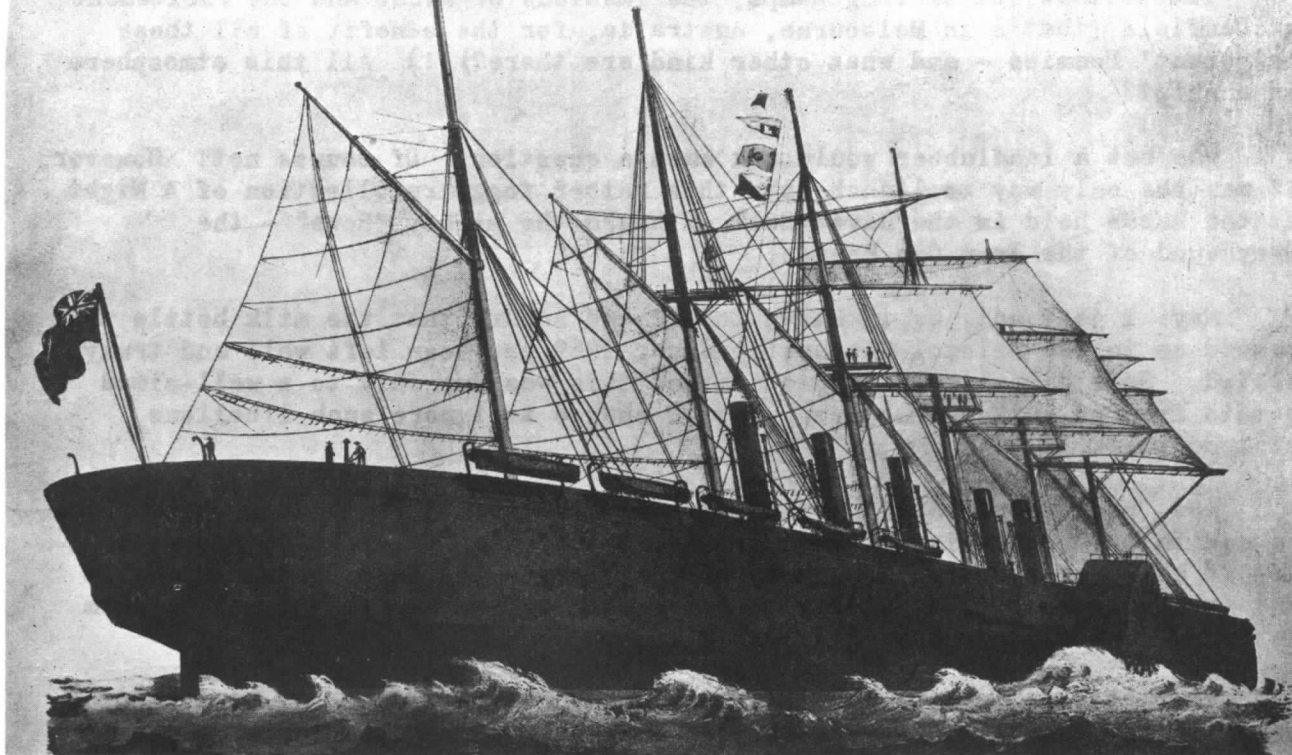
'Doc', A.M.G.U.

(A Member of Gamblers Unanimous)

CUILLIN MCKERRON.

We are sorry to have to report the recent death of Cuillin, Mr. and Mrs. F. McKerron's cairn terrier. 'The Cuillin' had enjoyed life for sixteen years, during which time she visited quite a few vessels of the Lyle fleet and made many friends - particularly of the Chief Steward variety!

Meantime, the McKerron's do not intend owning another dog.



A Currier & Ives lithograph of the "Great Eastern"

THE "GREAT EASTERN".

The "Great Eastern", Isambard Kingdom Brunel's 'wonder ship' of the mid-nineteenth century, must be one of the most famous vessels of all time and the following account of her, written in 1903, gives details of her chequered career and some interesting facts about her.

In the year 1851 a Steamship Company was promoted in London, under the title of the Eastern Steam Navigation Company Limited, for the purpose of establishing a direct line of leviathan steamers between England and India, via the Cape of Good Hope.

The services of the most distinguished engineers of the period were secured, Mr. I.K. Brunel being appointed the consulting engineer of the company. An order was placed with Messrs. Scott Russell & Company for the pioneer steamer, which it was at first the intention of the Company to call the "Leviathan", but that name was subsequently abandoned in favour of "Great Eastern". She was to be propelled by paddle wheels and a propeller. Mr. Scott Russell designed the lines, and constructed the hull of the vessel, as well as the engines of 1,000 n.h.p. to drive the paddle wheels. Messrs. James Watt & Company, of Soho, designed and constructed the engines, of 1,500 n.h.p., to drive the screw propeller. As a matter of course, some considerable time was occupied in preparing the plans for so gigantic a ship - one which was not only the largest ever built up to that date, but which remained the largest steamer built to the end of the nineteenth century. The necessary plans, specifications and yard preparations were completed during the spring of 1854 and on the 1st May of that year the construction of the "Great Eastern" was commenced by Mr. Scott Russell in his Shipbuilding Yard at Millwall, on the north side of the Thames. She was built with a double hull from keel to the waterline, the inner and the outer skin being of equal thickness of iron, with a space between of thirty-four inches. If required for ballasting purposes, this space could be filled with 2,500 tons of water. The length of the "Great Eastern" was 675 feet, her breadth 83 feet and her depth 60 feet. She was divided into 60 water-tight compartments, each 10 feet long. She carried six masts - the mizzen mast of wood and the remaining five of hollow wrought iron. Three of these masts carried square sails, the other three were fore-and-aft rigged. She had five funnels, two of which were placed forward of the paddle boxes and three aft. Her hull was constructed of 30,000 plates of iron, weighing 10,000 tons, and joined together by 3,000,000 rivets. "Her cylinders, the four largest in the world..... (each) 18 feet long, 6 feet in diameter and 28 tons in weight, were successfully cast at the Engineering Works of Messrs. Scott Russell & Company, Millwall". (Illustrated London News).

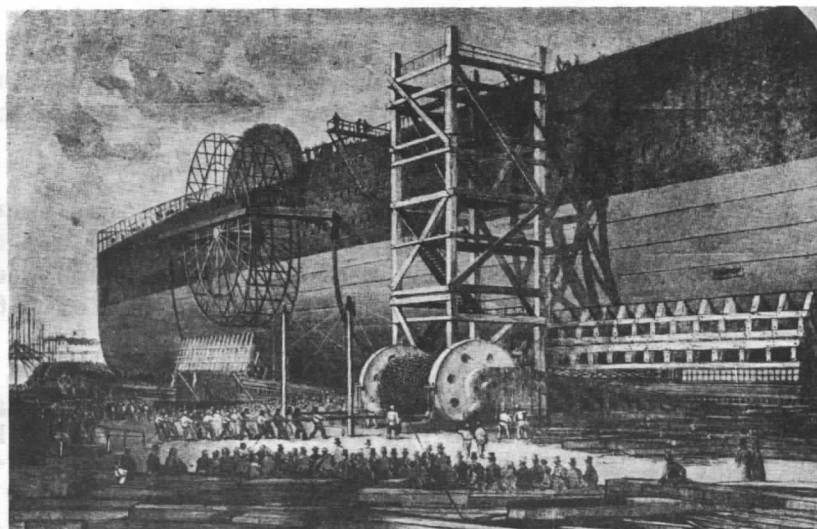
In her equipment were included twenty large lifeboats, and it was intended that she should carry in addition two small steamers, each 100 feet long, to be used for landing and embarking passengers or luggage.

She was designed to carry 10,000 troops or nearly 4,000 passengers - 800 first-class, 2,000 second-class and 800 third-class, in addition to a crew of about 400, and she was capable of stowing 12,000 tons of coal.

Although nominally the engines which drove the paddle wheels were of 1,000 h.p., they were capable of working up to 5,000 h.p., while the screw engines worked up to 6,000 h.p. or, with combined paddle and screw her engines could develop 11,000 h.p. which it was estimated would enable her to maintain at sea a speed of twenty knots and to accomplish the voyage between England and Australia in thirty days.

"It is a question of much interest to determine what amount of speed this power will impart to the vessel. Messrs. James Watt & Company's anticipation is that the speed of the vessel will be about seventeen miles per hour, and from that to eighteen miles seems to be about the limit engineers have hitherto predicted. But we believe that these anticipations fall very short of what the real speed will be and which we do not hesitate to predict will turn out to be between twenty-four and twenty-five miles per hour". (Illustrated London News, 23rd May, 1857).

On Tuesday, 3rd November, 1857, the first attempt was made to launch the "Great Eastern". The hour named for commencing the launching operations was 11 o'clock and was kept fairly punctually. The chief machinery for moving the



The broadside launching from the riverbank

hull was boxed off and nearly completely out of sight. The vessel's name, "Leviathan", was given by Miss Hope (who afterwards became the Duchess of Newcastle), the daughter of the Chairman of the Great Eastern Steam Navigation Company, and the name displayed upon a board; the change of name from "Great Eastern" to "Leviathan" occasioning a good deal of surprise. After the customary bottle of wine was smashed against the vessel's bow, a tremendous noise of sledge hammers resounded above and around - then ceased. The great ship moved for a few feet, then stopped. The congregated thousands waited in suspense, when suddenly a terrific report was heard. One of the powerful drums used in the launch had cracked. An order had been misunderstood: the after-winch handles were turned the wrong way and the heavy iron handles revolved wildly, striking down the men nearby, fracturing their arms and legs and causing the death of one.

A second attempt was made to launch the "Leviathan" on Thursday, 19th November, 1857 but the efforts were even less successful than on the first occasion for despite all the mechanical power brought to bear she would not move an inch.

On Monday, 11th January, 1858 launching operations were resumed at Millwall and the monster ship was moved riverwards to the extent of 20 feet. On Tuesday a further advance was made until a little after 3 o'clock in the afternoon when, having moved 16 feet, 10 inches aft, and 15 feet one inch forward

it was thought desirable to suspend operations. At high water on the latter day the ship was water-borne to the height of $7\frac{1}{2}$ feet which had the effect of reducing the resistance to the extent of 4,000 tons. The yard and river banks were crowded with spectators on the following day (Wednesday) in the expectation that the ship would float, but she was only moved another $2\frac{1}{2}$ inches. On Thursday the "Leviathan" was pushed down the full extent of the ways and there left for the next spring tides.

The completion of the launch of this stupendous and beautiful vessel took place on Sunday, 31st January, 1858 under the most favourable circumstances and, unattended with a single accident, the high tide lifting the vessel clear off the ways.

It is incomprehensible how so eminent an engineer as Brunel should have made such a mistake as to attempt to force so huge a fabric broadside on into the river. The costly experiment added £120,000 to the cost of the ship and practically ruined the Company.

From the commencement of the Company's operations the Directors were hampered by the failure of the shareholders to meet the calls upon their shares when due. To add to these difficulties, Scott Russell & Co. (the builders of the ship) found themselves unable to meet their obligations and to complete the construction of the ship.

At the half-yearly meeting of the Company, the Chairman reported that the failure of Mr. Scott Russell would be a cause of some delay and of some increased cost in the completion of their vessel, which would be undertaken by the Company's engineer, Mr. I.K. Brunel. Twelve months later it was announced that calls to date amounted to £606,000, of which nearly £200,000 remained unpaid owing to a number of other shareholders, in addition to Mr. Scott Russell, having become insolvent.

The opening months of 1858 saw the "Great Eastern" successfully launched but the Great Eastern Steam Navigation Company had not the funds necessary for her equipment. During the year the Company was wound up by the sale and transfer of the ship to a new Company for the sum of £160,000 -

"All the capital had been expended, the public refused to advance any more money, and if the Directors wished their ship to be anything but a helpless unfinished carcass on the waters £300,000 must be found to make her ready for sea. To the exertions of Mr. Campbell (the present Chairman of the Board), and to Mr. William Jackson (the eminent and well-known contractor of Birkenhead), we believe is greatly owing the pleasant result of our being at length able to announce that the "Great Eastern" is ready for sea. But one still more remarkable aid was forthcoming and which we could hardly believe only that we have it on the best authority - it was a subscription of no less than £50,000 of the supplementary capital, in sums of £1 to £5, by persons of the humblest ranks of life (domestic servants, costermongers, greengrocers and labourers) - who tendered their money avowedly without any expectation of profit but solely that they might hear of the great ship, which they looked upon as the pride of England, being fairly afloat on the great waters. Such a fact at once took the vessel out of the category of mere commercial undertakings and more than anything else stimulated the brave men who were her projectors to renewed exertions for her ultimate completion". (Illustrated London News, 13/8/1859).

The sum of £300,000 having been subscribed for the new undertaking, the Directors had, after paying for the vessel, a surplus of £140,000 to complete her equipment and make ready for sea. Her new owners took possession of her early in 1859 but it was not until September of that year that she was sufficiently complete to make her first trial trip. While on this trip, and when off Hastings, a shocking accident occurred, through the explosion of one of the funnel casings causing the death of six men, injuring several others and virtually wrecking the grand saloon. As no further damage was done to the hull or machinery, she proceeded to Portland and, the necessary repairs having been completed at an outlay of £5,000, she resumed her voyage to Holyhead on 8th October. She started on her return trial trip from Holyhead to Southampton on 2nd November, 1859, where she remained until 17th June, 1860.

The "Great Eastern" was advertised to leave Southampton on her first voyage to New York on Saturday, 16th June, 1860 but, in consequence of bad

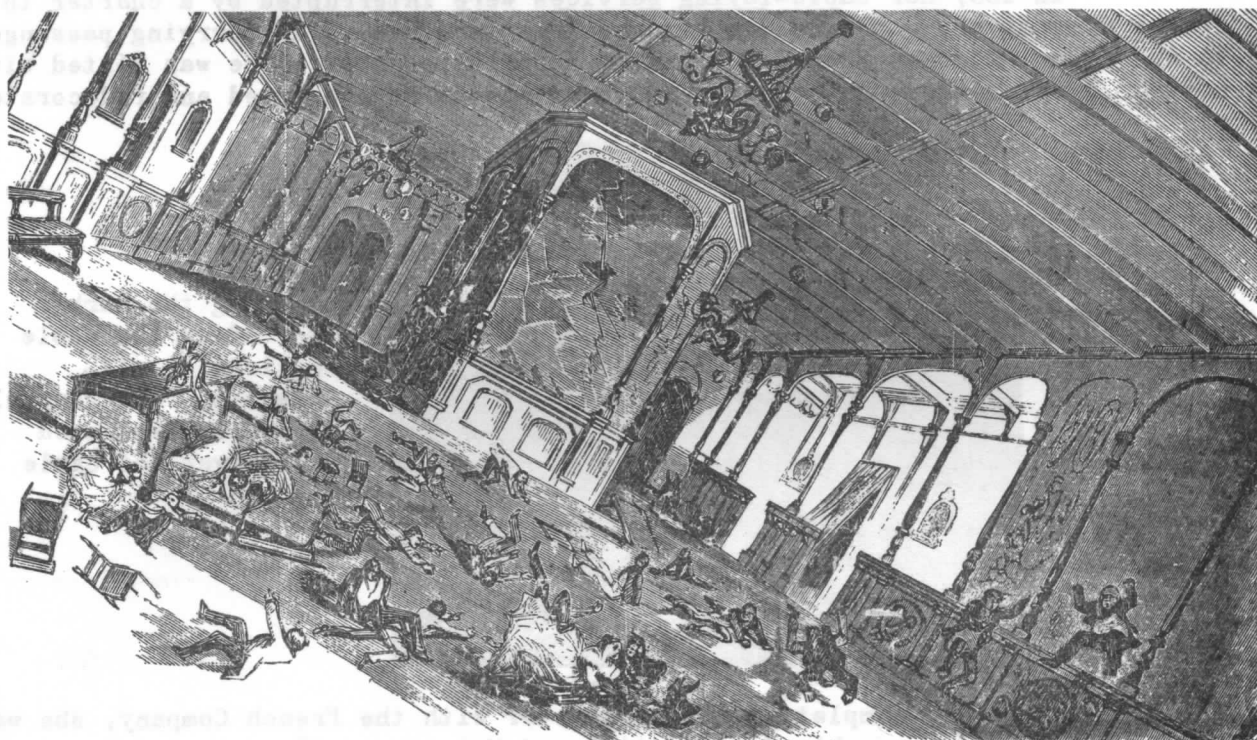
weather on that date, the sailing was postponed until the following morning. She carried only thirty-six passengers, including several ladies, on this trip. The voyage across the Atlantic occupied eleven days and the greatest speed attained was $14\frac{1}{2}$ knots per hour and the greatest distance run by her in any one day was 333 miles. Immense crowds assembled to witness her arrival in New York Harbour and she was welcomed with great enthusiasm. She passed the Battery at 4.30 p.m. on 28th June, 1860.

The promoters of the Great Eastern Steam Navigation Company were very sanguine that the Government would frequently employ their vessel for the conveyance of troops, of which they estimated she could carry ten thousand. The Government very wisely never risked so great a body of men in one vessel.

The only occasion on which the "Great Eastern" was made use of as a troopship was during the threatened rupture between England and the Federal Government of America in connection with the 'Trent Affair'. She made her first entry into the port of Liverpool on 4th June, having made the passage from New York in 9 days, 11 hours. She had on board 212 passengers and a large cargo. On Thursday, 27th June 1861 she sailed out of the Mersey on a voyage to Quebec with troops to reinforce the Canadian garrisons. The day was cloudless, there was brilliant sunshine and the piers and dock walls for five miles, as well as the landing-stages, were lined with spectators who, as the great ship passed them, responded most heartily to the cheers raised by the soldiers who thronged the upper deck and the lower portions of the rigging.

As she passed the landing-stages she fired salutes, and also on passing the Rock Battery. There were on board the "Great Eastern", not ten thousand troops as her promoters anticipated, but 2,125 men of all ranks, accompanied by 159 wives and 244 children of the soldiers. There were also about 40 civilian passengers in the saloon.

She left Quebec on her return voyage on 6th August, arriving in Liverpool on the 15th, and resumed her sailings to New York. She sailed from Liverpool for New York on the 10th September, under the command of Captain Walker, having on board 175 cabin and 193 steerage passengers. On the following Thursday she encountered a heavy gale during which, when about 280 miles off Cape Clear, her steering apparatus became deranged and broken and five of her lifeboats were carried away. For two days and nights she lay helpless, exposed to a terrific sea. Her internal fittings were in consequence seriously damaged and her passengers greatly alarmed for their safety.



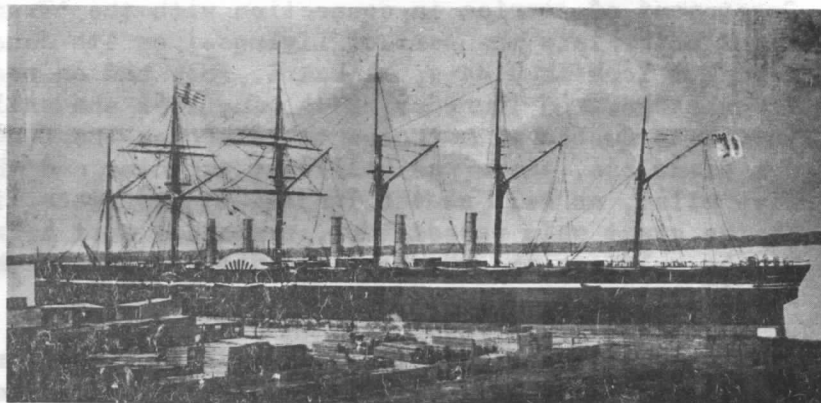
A sketch, drawn by a passenger, of the scene in the Grand Saloon during the storm of September, 1861.

The Captain decided to abandon the voyage and put back to Queenstown, arriving in the harbour on the Tuesday following. The passengers, when once more on

but gave unqualified praise to Captain Walker for the manner in which he had handled the great ship in her disabled state.

The laying of submarine cables, commenced in 1865, offered employment for which the "Great Eastern" was specially suitable and in which she was constantly engaged for a period of ten years. Shortly after noon on 30th June, 1866, the "Great Eastern" left the Medway, having on board the second Atlantic Cable. She was convoyed by H.M.S. "Adder" as far as the Nore. As she steamed past Garrison Point she was loudly cheered by a vast concourse of people who had gathered there. She proceeded direct to Berhaven, in the extreme south-west of Ireland, which was to be her starting point for laying the submarine

The "Great Eastern" at the Lumber Wharf in the North River, New York. In the foreground are booths and side-shows which sprang up with her arrival.

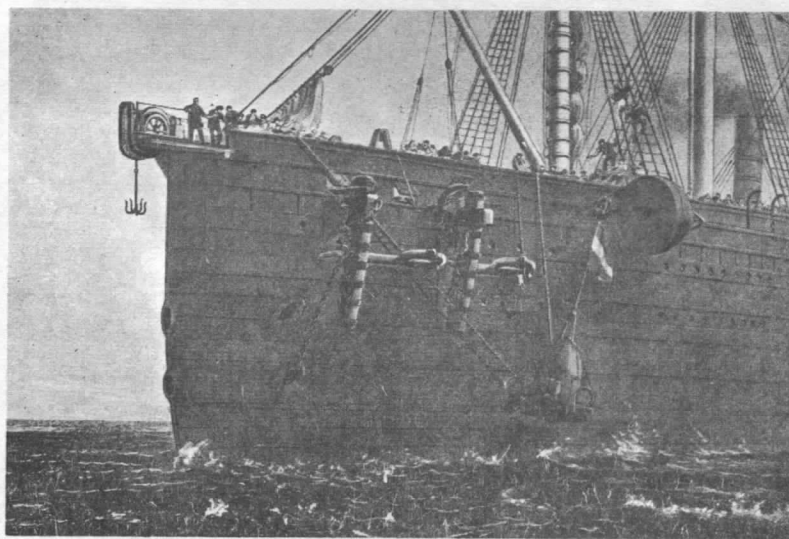


cable. Four weeks later or, to be exact, about 5 o'clock (English time) on the 27th July, this great task was successfully accomplished. One of the earliest messages transmitted by the cable was the following from H.M. Queen Victoria to the President of the United States:-

"The Queen congratulates the President on the successful completion of an undertaking which she hopes may serve as an additional bond of union between the United States and England".

President Johnson (no, not Lyndon! Ed.) suitably acknowledged the Royal Despatch and reciprocated the good wishes contained in it.

In 1867 her cable-laying services were interrupted by a charter to a French Company who employed her between Brest and New York, carrying passengers to and from the great French Exhibition. For this service she was fitted with new boilers for the screw engines and her saloons were altered and redecorated.



Lowering the marker buoy after the cable was lost in mid-Atlantic. The grapnel at the bow was used to recover the cable

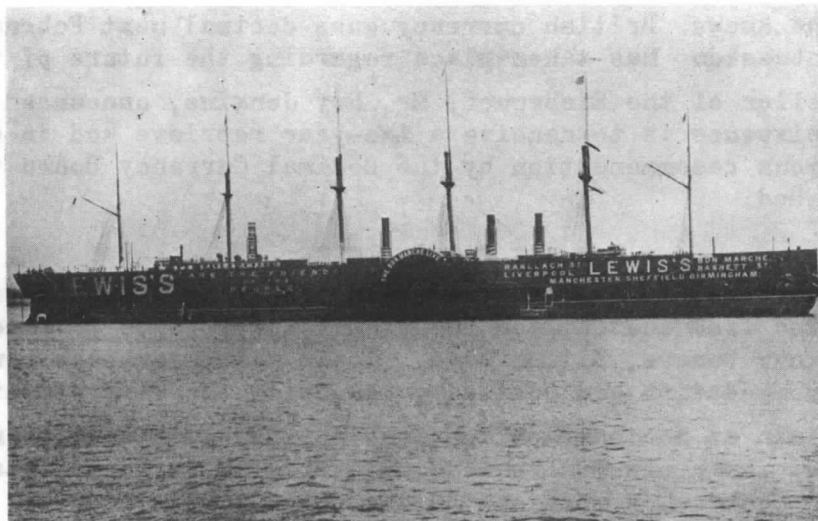
After the completion of her charter with the French Company, she was taken up by the Telegraphic Construction and Maintenance Company in whose service she remained for seven years. During this period she succeeded in laying the cable between Brest and Duckburgh, near Boston, Mass., in 1868, between Aden and Bombay in 1870, between Valentia and Heart's Content in 1873/74 and completed her charter with the Telegraphic Construction Company in July, 1875. The amount received for charter was at the rate of £20,000 per annum.

The last years of this noble vessel were ignominious. She was chartered in 1886 by Lewis's who used her for a couple of years as a huge floating advertisement on the Mersey. She afterwards went to several ports as a 'show' ship and finally returned to the Mersey to be broken-up on 20th November, 1888. Her Owners at this time were probably the only persons who ever realised a handsome profit out of her during her varied career. The following is a list of the prices obtained at the sale of the various parts of the hull and equipment:-

Eleven-ton Trotman's Anchor: 33 gns., in addition to a number of other anchors which realised £3 to £7 - 15/- per ton, oak lifeboat: 2 gns., cutter: 30 shillings, iron masts: £9 to £17 - 10/- each, copper steam piping: £2,960, gun metal: £6,400, scrap yellow brass: £1,760, sheet lead: £367 - 10/-, Lead Piping: £367 - 10/-, iron plates forming the hull: £12,600, iron beams: £2 - 13/- per ton, scrap rivets: £2 - 6/- per ton, boiler tubes: £49 - 7/6d.

So ended the career of the most celebrated ship of the nineteenth century.

(Note: Although christened "Leviathan", the ship was never called that - the double adjective sounded more impressive and she at once became known as the "Great Eastern". I.K. Brunel, for one, was apparently quite unconcerned what name she was given. When, immediately prior to the launching ceremony, the Directors produced a list of possible names for the ship, the exasperated Brunel, who was much more concerned about how the launching would progress, is reported to have said: "You can call it Tom Thumb if you like".).



The "Great Eastern" anchored in the Mersey in the summer of 1886 when she was nearing the end of her life. By this time she was being used as a floating advertisement.

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In the Winter edition of TRIAD which contained an article about the Highland Railway Company steamer "Ferret" we concluded by wondering what subsequently became of the ship. We have obtained the answer from a booklet published by The Stephenson Locomotive Society in 1955 entitled "The Highland Railway Company: 1855 - 1955" which gives the following information:-

In October, 1881 advice was received in London that the "Ferret" had been sold, for £8,000, to a Mr. Whinham of Adelaide who subsequently sold her to The Adelaide Steamship Company in 1883.

Her new Owners placed her in the Gulf trade and she sailed between various South Australian ports until wrecked on the York Peninsula, Southern Australia, in November, 1920.

Europe and Australia on behalf of Qantas, the Australian national air line.

Initially, the contract will run for a year from June and is then re-newable. During the first year Caledonian expect to carry up to 40,000 emigrants on 220 flights between Europe and Australia.

Also on the 21st April the Air Transport Licensing Board began accepting further applications to take over British United Airways services. Caledonian's applications for the licenses have been provisionally set down for a June hearing.

On the assumption that B.U.A. are going to change hands, B.E.A. have applied for the routes to Ibiza, Seville, Genoa, Madiara, Tunisia, Rotterdam and the Canary Islands - routes now associated with the 'luxury-tourist trade'.

Other air lines have put in similar claims since it became known that British and Commonwealth Shipping, owners of 91% of the B.U.A. share capital, were about to sell the airline to B.O.A.C. This plan was blocked by Mr. Roy Mason, President of the Board of Trade, when the independent operators put in counterbids.

A forty-two-year old former private yacht, asdic trawler and nautical training vessel, the 330-ton "Glen Strathallan" has been towed to Plymouth Sound and scuttled in the cause of marine archaeology. She will provide study of the break-up of a submerged wreck and also act as a training ground for young divers.

As everyone knows, British currency goes decimal next February and much argument and discussion has taken place regarding the future of the sixpence.

The Chancellor of the Exchequer, Mr. Roy Jenkins, announced on the 20th April that the sixpence is to receive a two-year reprieve and in doing so over-turned a unanimous recommendation by the Decimal Currency Board that the sixpence should be abolished.

Two ex-Cunarders, "Sylvania" (re-named "Fairwind") and "Carinthia" (re-named "Fairland") sailed from Southampton in January for Trieste to receive extensive refits by their new Owners, Sitmar Line. Their refit involves new public rooms, trebling the accommodation and partially re-newing the superstructure.

They had lain at Southampton for many months, at a cost of £1,000 per week per ship, pending their new Owners finding a British or Continental yard willing to carry out the conversion work on the two ships simultaneously.

The South African Railways Administration is likely to give high priority to the building of an additional repair wharf at Cape Town capable of handling ships of 1,000 feet in length and more.

Local shipping circles anticipate that the increasing number of super-tankers, together with the fact that some of the smaller craft are showing symptoms of age, will result in increased demands for repair facilities in Cape Town.

At the biennial election of the Executive Council of the National Union of Seamen in early January only 6% of the 52,000 union members voted.

Nippon Kokan Kabushika, a leading Japanese shipbuilder, is considering building a mammoth dock in which a 1,000,000-ton tanker could be built at its Tsu plant in central Japan.

The two largest tankers presently in service are of 326,000 tons deadweight and are Japanese-built.

An interesting comment on the increasing size of ships. The "Svea", ex "Svealand", of 15,598 gross tons and built in 1925, has been sold by her Panamanian owners to Chinese mainland shipbreakers. At the time of her completion, and that of her sister-ship "Amerikaland", they were the largest cargo ships in the world.

In early January Southampton dockers achieved something of a record by loading and lashing 76 containers in the containership "Transoregon" in just under five hours.

The Russians are experimenting with a method of dispersing sea fog by spraying the waves with 'active molecular film'. The experiments are being conducted in the ice-free Kola Gulf, off Murmansk - an area very prone to thick fog during the winter months.

The method apparently is to spray the water with this film which ultrasound converts into a white emulsion covering the sea's surface. This emulsion, said to be harmless to marine life, remains effective for several hours and reduces fog-causing evaporation by 50 to 60%.

The "Santona", ex "Bomi Hills", built in 1952 and of 17,853 tons gross, a diesel ore/oil carrier, has been sold by Tankore Corporation, Liberia, to German shipbreakers (Eisen and Metall A.G.) for scrapping. She had been lying at Rotterdam since October, 1969 and arrived in tow at Hamburg on the 22nd January, 1970.

Some years ago H. Hogarth and Sons Ltd's Agency Department handled this ship a number of times when she called at Glasgow with iron ore.

At the end of January, 1970 an era spanning over 150 years ended when the "Falconer Birks", a 1,762 gross tons collier, berthed at Nine Elms Gas Works in London and discharged her last 2,400-ton coal cargo. Coal carbonisation in the North Thames area has been gradually replaced over the last ten years, thus bringing to an end the system whereby coal for gas-making has been brought south by ship from the North-east Coast since 1814.

Ponderay, a Danish-Canadian Company, are staking Dan. Kr. 100 million on oil prospecting in Greenland this Spring, using helicopters and 150 men.

First indications last year showed promising results and in addition copper and nickel were found in the northern parts of Greenland.

Ponderay is a subsidiary of the Canadian Green Arctic Consortium.

Figures released at the end of January regarding shipbuilding in Norway make interesting reading.

Total orders at Norwegian yards at that time exceeded 2.3 million gross tons and deliveries for 1970 should total 600,000 tons. There has been a dramatic rise in recent years - from 30,000 tons in 1946 to 60,000 tons in 1950, 150,000 tons in 1955, 240,000 tons in 1960 and 370,000 tons in 1965, representing the highest rate of increase in shipbuilding in Western Europe, and during this period the number of people employed by Norwegian yards has risen from 18,000 to 25,000.

Immediately after the war the average size of vessel built was 800 tons, rising to 4,300 tons in 1968. The first signs of larger and larger ships became noticeable in 1948 when tankers of 18,000 tons deadweight were considered large and it is interesting to recall that the completion of the first two 30,000-tonners were celebrated as national events.

The "John Maris", ex "Baron Inverclyde", of 7,490 tons gross and built in 1954, has been sold by Medship Corporation to Marine Express Transport Corporation, both of Liberia, and has been re-named "Saint John".

The Wm. Cory & Son subsidiary, R. & J.H. Rea, Ltd., has acquired the Clyde towage company Steel & Bennie, Ltd., part of the Furness Withy Group.

This means that the Wm. Cory Group are now able to offer shipowners towage facilities at eight ports on the western seaboard of the United Kingdom and Eire, employing a fleet of nearly fifty tugs.

So rapidly has the volume of tonnage calling at Singapore expanded that it might soon become the world's third busiest port. The same report claimed that once the island's shipping industry was fully developed, it would be competing fiercely with the big ports of Rotterdam, New York and London.

At the risk of starting a stampede of deck officers to Holland-America Line, we mention that it is reported that line may start employing female deck officer apprentices on board its passenger ships.

In the last two issues of TRIAD Captain Warden has been writing about the changes which are taking place in the training field and in particular about the role of the new College of Nautical Studies. All these changes must affect most intimately the career of all sea-going officers and they are taking place so rapidly that one has difficulty in keeping up with the events, so that it will be my intention to present the broad outline of the future training for Navigating Officers in the Merchant Navy.

The general intention is that all courses shall provide a nationally recognised Diploma or Certificate in addition to the normal Board of Trade Certificate of Competency, thus providing a yardstick for comparison with other industries. Among the many advantages are that all new entrants and junior Navigating Officers will be required to attend at a Nautical College to study a stipulated course for a set period of time and that the courses will commence at set dates during the year, although there may be staggered starts arranged between various Colleges. At the end of the period in College, there will be examinations set by the Colleges themselves but monitored by a Committee comprising all sides of the Shipping Industry, leading to the award of the National Certificate or Diploma and also to the issue of a Board of Trade Certificate. Oral examinations in Seamanship will be conducted within the College by Board of Trade Examiners. A start has already been made on these lines with respect to the Ordinary National Diploma Course in Nautical Science which has now been operating for some five years. Entry to this course demands a minimum of four 'O' level passes, including Mathematics, Physics and English and suitable candidates are sponsored by Shipping Companies to live in at a hostel attached to the College for a period of one year before, or shortly after, they go to sea for the first time. On completion of this period of Study (Phase I) students spend one year at sea, keeping in touch with the College by means of a Correspondence Course (Phase II) and then return to the College for another period of study (Phase III). The examination for the Diploma is taken at the end of Phase III and possession of the O.N.D. entitles the holder to exemption from certain parts of the Second and First Mates' examinations, while a good pass may gain the holder entry to a course leading to B.Sc. (Nautical Studies).

From September, 1970, ALL Cadets excepting those taking the O.N.D. Course will be required to follow a sandwich course of study and an application has been made to the National Committees to have this recognised as being of sufficiently high calibre to warrant the issue of an Ordinary National Certificate in Nautical Studies. Entry to this Course demands a minimum of three academic 'O' level passes including Mathematics or Physics and one Humanities subject. The cadet would be given a two week's induction course at the College to introduce him to shipboard life before going to sea and would then spend between six and nine months at sea before coming ashore for the first period of College study (O.N.C. Stage I), which would last for a minimum of 18 weeks in residence. The student would then return to sea for a period of between 12 and 18 months (O.N.C. Stage II) keeping in touch with the College by means of a Correspondence Course and then return to the College for a further period of study, again for a minimum of 18 weeks (O.N.D. Stage III). At the end of Stage III the student would then take the examination for the Ordinary National Certificate and Second Mate at one and the same time, being required to satisfy the conditions of both examinations before being considered to have passed either. The full Second Mate's Certificate, however, would not be awarded until the student had passed the normal Board of Trade oral examination and obtained a Radar Observer's Certificate and it is hoped that by virtue of the full remission granted for time spent in residence at the College that the student would have completed his sea-time by the end of the O.N.C. Stage III so that he would be able to commence study for the orals and extra courses (First Aid, Fire-fighting and Radar) immediately after completing Phase III. If, however, the student did not have quite enough sea-time he would have to return to sea after Phase III for a short period to complete his sea-time, returning for the oral and extra courses.

It follows then that after following either scheme both types of entry (O.N.D. and O.N.C.) are at the same stage and all (except those going for B.Sc.) will now enter the First Phase of Officer Training, which I shall endeavour to cover in the next issue.



Cadets receiving instruction in Seamanship in the Seamanship Room of the College. Cadets

R. Abercrombie and D.N. Fenton of Scottish Ship Management on left.

Photograph by Ralston and printed by permission of British Petroleum.

QUIZ ANSWERS.

- 1) The supreme Jewish Council at the time of Christ.
- 2) It is said that, in an impulsive moment, King Henry VIII (who liked his food!) knighted his beef by saying "Arise, Sir Loin". Whether true or not, it makes quite a good story!
- 3) October 4th, 1958.
- 4) 1694.
- 5) The Puerto Rico Trench, running east-west north of the Island of that name and of Haiti. The depth is 27,500 feet.
- 6) It comes from the old Norman-French verb 'oyer', meaning 'to hear' and 'oyez' has come to mean 'listen'.
- 7) a) Scrooge. b) Jack Horner. c) Saturnalia.
- 8) a) Mikado. b) Madame Butterfly. c) La Boheme.
- 9) a) A Flag (or a T.V. programme!) b) A Police van. (c Northern Irish Protestants.
- 10) a) Violin. b) Singer (Operatic). c) Conductor.
- 11) Kuala Lumpur.
- 12) A system of stars (or galaxy) in the sky. A luminous 'band' of very distant stars, not separately distinguishable to the human eye. We are part of this galaxy.
- 13) William Rufus (William II), son of William the Conquerer.
- 14) Japan.
- 15) King James VI of Scotland and I of England.
- 16) A single horse hair. To teach Damocles, the flatterer, a lesson, Dionusius invited him to a feast and suspended a sword above his head. This represented the constant danger that accompanied the apparent prosperity.
- 17) Bleriot.
- 18) A wine merchant.
- 19) Bourse.
- 20) The "Santa Maria". The two ships which sailed with him were the "Nina" and the "Pinta". The "Santa Maria" was wrecked during the voyage and he returned to Spain in the "Nina".

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CROSSWORD SOLUTION.

Across

- 2) Stern
- 5) Sloop
- 8) Extreme
- 9) Whale
- 10) Imp
- 11) Gallop
- 15) Or
- 16) Emperor
- 17) Wee
- 19) Spa
- 20) Open end
- 22) O.K.
- 23) Snails.
- 24) Out
- 26) Cross
- 28) Pitcher
- 29) Lilac

Down

- 1) Prehistorical
- 2) Sit up
- 3) Evergreen
- 4) Needle
- 5) Sow
- 6) Opal
- 7) Preternatural
- 12) L.M.S.
- 13) Opposites
- 14) Peak
- 15) Own
- 18) Ena
- 21) Dispel
- 24) Other
- 25) Pool
- 27) Sac

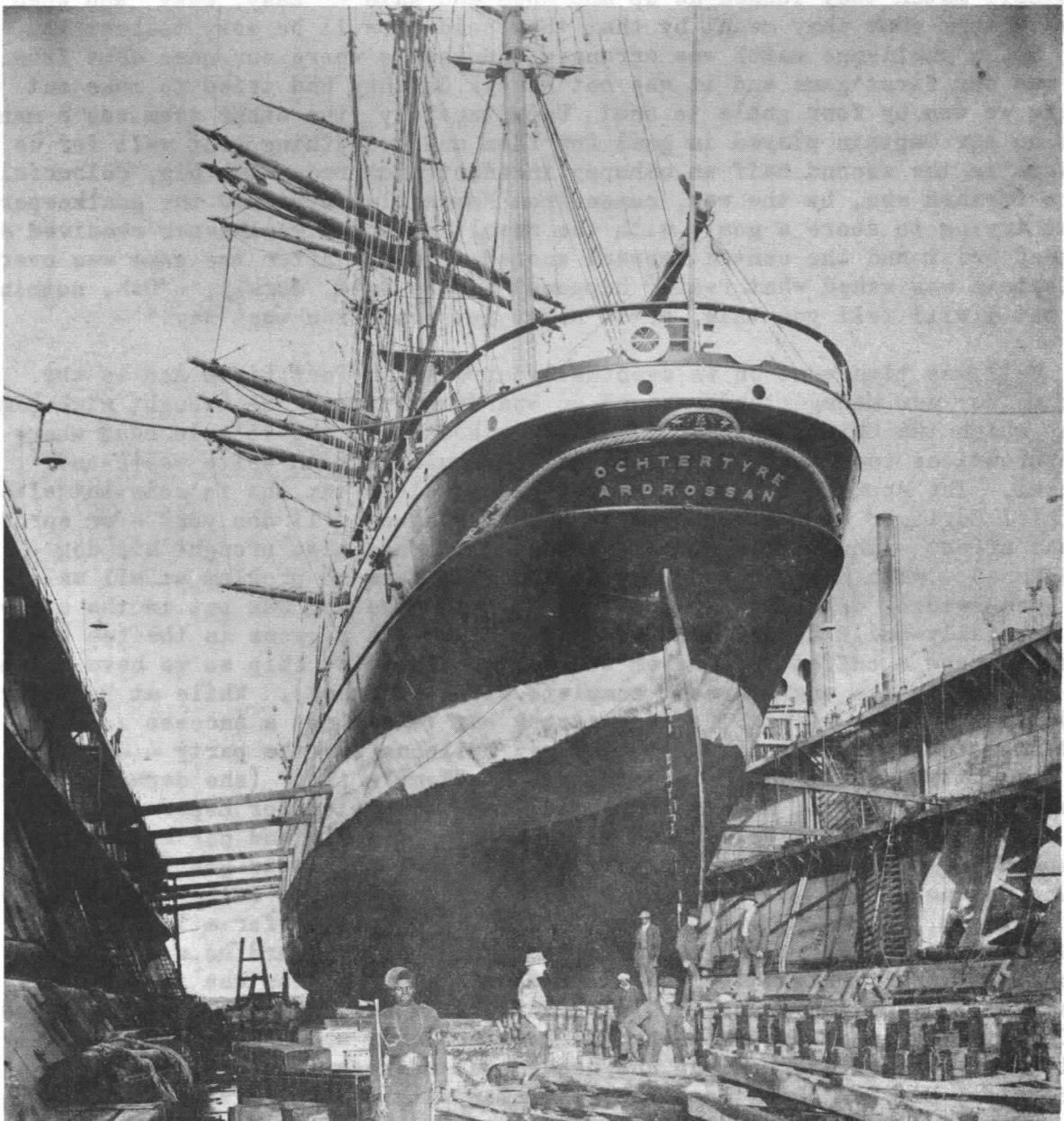
Recently, we were interested in having the opportunity of reading Newsletter No. 3 (March, 1970) of Reardon Smith Line Ltd., Cardiff, and are sure that they will have no objection to us reprinting the following from it:

"Captain William Reardon Smith (the Founder) left the "Ochertyre", a ship of 1354 gross tons (which he superintended during her building) in London on 10th April, 1890 - and in fact left sail for good. He took command of his first steam-ship, the "Baron Douglas", owned by Messrs. H. Hogarth & Sons, Glasgow. The vessel was of 2699 gross tons. He joined the vessel at Amsterdam and loaded a miscellaneous cargo for railway building in South Africa and the cargo was discharged at Port Elizabeth and Delagoa Bay.

The vessel sailed from Amsterdam on 3rd June and arrived at Dundee on 13th November. She sailed from Dundee to North Shields, where she arrived on 25th November, finally sailing on 22nd December for Amsterdam".

Readers may be interested in the photograph below of s.v. "Ochertyre" in drydock at Durban. Unfortunately, the date is unknown. For those with an historical bent, we would mention that she was an iron barque built in 1885 by Robert Duncan & Company, Port Glasgow. In 1910 she was sold to Norwegian Owners and renamed "Havfruen" and on 3rd December, 1911 whilst being towed from South Georgia to the Sandwich Group (in the same general area) she was sunk by ice.

The "Baron Douglas" referred to above was the first of three Hogarth-owned ships to bear this name. She was built by Blackwood & Gordon, Port Glasgow in 1888 and in 1899 was sold to Spain and renamed "Orozco". On 25th February, 1915 she sank 50 miles off La Rochelle while carrying a cargo of iron ore loaded at Bilbao destined for Middlesbrough.



s.v. "Ochertyre".

April, 1970.

The Editor,

TRIAD.

Dear Sir,

In reply to a letter which appeared in your Winter edition, reportedly to have come from "Ahmed" (the reported on board "Baron Dunmore"), I think that "Ahmed" is talking a lot of rubbish - in fact, I'm absolutely sure of it. Who ever heard of birds eating bananas? I was on board that ship and all the birds would take a drink of whisky and if you agree that "Ahmed" is a right blether then believe me when I tell you that Charlie was not a bird but was more like the monkey which was hung! Well now, I hope that everybody who reads TRIAD will not in future take any notice of the letters that come from "Ahmed" for, as I have just said, they are just a load of old codswallop. Ah but! now if you read some of my stories then you will understand what a truly gifted writer I am! Take this, for example:-

The "Baron Forbes" 'EASYBEATS'

Voyage Report.

When our vessel left Belfast last September (and the "Baron Dunmore" thinks that they have been out for long!) we decided to start up a football team - it took us quite a long time to decide on a name - in fact, it was when we arrived in New Plymouth that we took this name. When we tried to arrange a football match they looked us up and down and said - "Easy, easy" and when we asked them what they meant by that they said it will be easy to beat you lot. So, a challenge match was arranged and that's where our name came from. That was our first game and it was not 'easy' as they had tried to make out because we won by four goals to one! Unfortunately, the other team was a man short so our Captain played in goal for them and everything went well for us but late in the second half an unhappy incident occurred. Our big, colourful centre forward who, by the way, comes from Newcastle, attacked the goalkeeper whilst trying to score a goal, with the result that the goalkeeper received a sprained wrist and the centre forward scored a goal. After the game was over the Captain was asked what really happened and he said, darkly, - "Och, nothing much but I will tell you this, he'll never get promotion that way!"

Well, as time went on we eventually arrived in Port Pirie and in the meantime our new Manager had arrived on board in Canada. He brought with him a pony which the Chief Engineer immediately housed in the fo'scle head where the Apprentices took care of it and fed it regularly with white waste and Premoset. The Apprentices at first refused to clean out the fo'scle but after the Chief Engineer had warned them to "Get moving or I'll doo you" - or words to that effect - the matter was attended to. Archie also brought his dog - a greyhound - with him and two pigeons and they were no problem at all as they were readily deposited in the engine-room - the dog was put in the store in a specially-built kennel made of Beldamok and the pigeons in the tea shop. (We don't have a coffee machine on board like "Ahmed's" ship so we have a tea room instead in the engine-room, complete with waitresses). While at Port Pirie the dog ran a few races at the local track but it was not a success so, as nobody wanted it we sold it and bought six balloons for the party - one for each nurse. The party was held on board the "Temple Arch" (she departed the day before us - sorry! I mean 'deported') and we sailed for Esperance. By this time we were quite well known in the football world and our reputation was spreading because when we arrived at Esperance there was gentleman waiting for us on the quay wearing a black shirt and white collar, which was back to front. It was quite obvious to us that he played for a local football team so, before we had a chance to invite him on board he was already on board, making straight for the smoke-room where the Team was in training at the Bar. After the necessary introductions it was decided to hold a 'Mass', the Chief being in charge while Archie led the Choir and during the prayers little John wakened everyone up and handed out refreshments and, to complete the Service, Big Tam christened the gentleman with a Swan Lager whilst the

Team took up the cry - "Easy, easy, easy" and so a football match was arranged with the local 'Sky Pilots'. The next day we all set out to make our way to the local football ground, some travelling in style and others on foot for the 'sub' we got in Port Pirie had been left in the "Barrier" after the party and none was available because 'Lecky' would not show a film the night before. But, as I was saying, some travelled in style - the Chief and Archie on the pony (the Chief did the pedalling) and when they arrived at the park the 'Sky Pilots' looked a bit concerned about this mode of travel as they could not understand why they had brought a pony with us but we assured them it was all right as this was the usual thing with our manager and assistant managers back home, but they still were not too sure and looked at us as if we were daft - which was quite right. However, the teams lined up to start the game and our managers put forward a claim that the other side was cheating as they were trying to rig the game by having a 'Sky Pilot' as referee, but they assured us that there would be no cheating as their Boss was watching from above! So the Chief and Archie accepted this in good faith and the game got off to a start - a good start for us as we were two goals up at half time - and we were all very pleased with ourselves. The Chief had put the pony in the park to enable it to graze and while we were having some Inde Coope-juice to quench our thirst the 'Sky Pilots' objected to this and claimed it was us that were cheating as we were removing obstacles and laying a trap for their goalkeeper. We denied this and our Chief said to their goalkeeper - "If you play the way you are playing your right, the next time you dive for the ball you'll get more than the ba". Well, the game ended and we won by three goals to two so we then made our way back to the ship, the Chief and Archie on their pony and with a good stock of white waste and Premoset for the voyage. We thought that we might have been invited to a party but the 'Sky Pilots' said their Boss would not allow it.

So, we left Esperance the next day and sailed for Portland, Victoria, where we were going to pick up some extra feed for the pony - Castrol XL for the donkey boiler and a good supply of carrots as it is a long voyage to the U.S.A. However, during the passage we ran into some bad weather and everyone forgot about the pony and when we opened the door we found the animal had been drowned. Because of their carelessness the Apprentices were only given one egg (B.O.T. Scale) for breakfast for the next forty days.

That now leaves the pigeons - I had forgotten about them. I wonder what happened to them? Come on "Ahmed", you tell me!

Yours to beat,
"SCOOPY", TRIAD Reporter,
m.v. "Baron Forbes".

NOTE. "Scoopy" sends his apologies but claims that his typewriter cannot spell and is a bit shaky on punctuation.

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THANKYOU !

To the Editor, TRIAD.

Dear Sir,

Every time I come home on leave I am struck by the thought that 90% of all news reported in the newspapers or shown on television is disaster. One wonders if the public gets the news it wants similar to the government it deserves.

Surely, this cannot be the case because I find it so refreshing to read the quarterly edition of TRIAD where the reverse is the case as 90% of the news is good and one discerns a strong impression of hope for the future.

As the Aussies say, - "Good on you!".

F.A.N.

GENERAL PURPOSE MANNING.

Captain D. L. Innes has sent us the following account of the "Temple Arch's" maiden voyage during which she was manned by a General Purpose Crew.

m.v. "Temple Arch",

Avonmouth,

26th April, 1970.

At the time of writing "Temple Arch" is about to start out on her second voyage manned with a General Purpose Crew. The big question in everybody's mind at the moment is - "Was the first voyage with a G.P. Crew a success?" Well, there is no doubt in my mind that the first voyage was a success. A lot was learned from it which both Officers and Crew will carry on to other vessels of the fleet. Naturally, there were many problems to be overcome, but these were no greater than on conventionally-manned vessels.

On "Temple Arch" it was a first time for everybody and apart from the Guidance Lines which were made up over the course of the previous year all on board knew little or nothing of what was really expected from them and not unnaturally it took everyone time to settle down and get into the routine. However, it was not long before the various committees were set up and the management team got to work.

This is one of the big differences between the conventional vessel and the G.P. vessel. The head of each department, along with occasionally the C.P.O., met twice a week in the conference room to plan the work ahead and discuss all the problems of the vessel. This, I find, helps to get every department involved in the whole ship rather than only in his own little part. Suggestions are put forward and discussed in a most amiable manner. On this occasion "Sparks" acted as Secretary and kept Minutes of the meetings and he suggested that the Company send a female for this job and it was generally agreed that if she wore a mini skirt it would be quite acceptable!

It is fair to say at this point that not all our planning was to the good and this will have to come with experience. As everyone knows, at sea it is difficult to plan too far ahead as weather, length of time in port, urgent engine repairs and many other factors can upset the best of schemes. It will only be with many months of experience and the pooling of ideas that things will gradually fall into place and go more smoothly.

The crew in general must have had the more difficult job settling into the new system. However, it was not long before they were taking everything in their stride and it was strange to see men who, for years, have only worked on deck busy down below with the Engineers overhauling cylinder heads, etc., and quite enjoying themselves doing it. Catering Staff too shared in the different duties and it was not unusual to see one of the Catering Boys at the wheel.

It was generally agreed that the new system, with more varied duties, makes life at sea much more interesting and the crew are taking a much more active part in the running of the vessel and there is no doubt at all in my mind that as more men get experience of G.P. manning, life at sea will be better for all concerned. However, traditional methods of work are hard to break and it will take time before everyone is fully acquainted with the new system. The first voyage of "Temple Arch" was a step in the right direction and it is with the experience gained from this voyage that she sets out again to what will be, I hope, an even better and more fruitful voyage.



Mr. P. Richardson, Second Officer, and his bride, Miss Jessie Mowatt, who were married at St. Leonard's Parish Church, Ayr, on 18th March, 1970.

BLAZER BADGE - COMPETITION

It has been decided to hold a competition for the design of a blazer badge. Anyone who reads this magazine can submit any number of designs and a prize of £10 - 10 - 0d. will be awarded to the eventual winner of the competition. Entries should arrive at the Office not later than 1st July, 1970 and when submitting an entry it is suggested that a short explanation be attached stating why various symbols and colour schemes have been used. We would also like to have a motto with each design.

Entries should be addressed to the Marine Department of Scottish Ship Management Ltd., 40 Buchanan Street, Glasgow, C.1.

All entries will be acknowledged although no further correspondence will be entered into.

We very much hope that those who enter this competition will enjoy preparing their entries and, although obviously not everyone can win, we do nevertheless wish everyone who does enter the best of luck.

P E R S O N N E L.

AS AT 1/5/70.

m.v. "BARON CAWDOR"

Master	G. Towers.
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.S. Mitchell.
Chief Cook	J. Drury.
2nd Cook/Baker	R.J. Hessic
Chief Engineer	D.W. Chalmers.
2nd Engineer	B.J. Sharp.
3rd Engineer	D.R. Dunlop.
3rd Engineer	A. Cortopassi.
4th Engineer	R. Smillie.
Junior Engineer	H. Juszczak.
Electrician	R.T. McIntosh.
Engineer Cadet	P.J. Broers.
2nd Steward	C.J. MacLeod.
Assistant Steward	A. Patterson.
E.R.S.	M. Hussein.

m.v. "BARON DUNMORE"

Master	W. Warden
Chief Officer	S.J. Readman.
2nd Officer	B.W.B. Lucas.
3rd Officer	D.T. White.
Radio Officer	C. Ritchie.
Cadet	G.A. Douglas.
Cadet	J.P.M. Allan.
Chief Steward	I. MacDonald.
Chief Cook	K. MacKay.
Chief Engineer	J.M. Crosby.
2nd Engineer	J.M. Ross.
3rd Engineer	D.J. Drummond.
3rd Engineer	H. MacPhail.
4th Engineer	D. Walker.
Junior Engineer	M. McAndrew.
Electrician	R. MacDonald.
2nd Steward	V. Bettis.
E.R.S.	A. Abdi.

m.v. "CAPE FRANKLIN"

Master	C.G. Mallett.
Chief Officer	W.A. Anderson.
2nd Officer	D.C. Veitch.
3rd Officer	A.R. Lanfear.
Radio Officer	N. Smith.
Trainee Radio Off.	C. Houston.
Chief Steward	J.J. Hotchin.
Chief Cook	K. Perkins.
Chief Engineer	K. Malhotra.
2nd Engineer	G. Carter.
3rd Engineer.	J. Riddell.
4th Engineer	J. Winder.
4th Engineer	J.K. Kelly.
Junior Engineer	B. Hilland.
Junior Engineer	J.G. McCue.
Electrician	J. Hume.
2nd Electrician	A.D. Jenkins.
2nd Steward	E. Kelly.

m.v. "CAPE CLEAR"

Master	J.R.L. Cain.
Chief Officer	H.W. Weddell.
2nd Officer	N. Battersby.
3rd Officer	D. Betts.
Radio Officer	L. Cameron.
Cadet	D. Campbell.
Cadet	G. Scott.
Chief Steward	J. Clancy.
Chief Cook	G.E.H. Dunn.
2nd Cook/Baker	R. Diamond.
Chief Engineer	J. MacLennan.
2nd Engineer	T. Farrell.
3rd Engineer	D. Murdie.
3rd Engineer	J. Patton.
4th Engineer	T. Stafford.
Junior Engineer	G. Renshaw.
Junior Engineer	W.E. Bott.
Electrician	J.P. Mahoney.
2nd Steward	I.E. Holmes.

m.v. "BARON FORBES"

Master	G. Downie.
Chief Officer	F.M. Dalby.
2nd Officer	J.K. McKellar.
3rd Officer	L.J. Gilhooly.
Radio Officer	D.J. Davies.
Cadet	J.H. Simons.
Cadet	A. Walker.
Chief Steward	T. Evans.
Chief Cook	T.W. Robson.
Chief Engineer	A.F. MacLean.
2nd Engineer	T. Campbell.
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	A.C. Hunter.
Chief Officer	L.M. Hocking.
2nd Officer	P.V. Flynn.
3rd Officer	A.R. Neill.
Radio Officer	E.M. Miller.
Cadet	M. Arden.
Bosun	G.A. Wardle.
Chief Steward	G.D.S. Hughes.
Chief Engineer	J. Allan.
2nd Engineer	D.C. Smart.
3rd Engineer	J.S. McNeill.
4th Engineer	I. Kennedy.
Junior Engineer	A. Murray.
Electrician	W. Hornshaw.
2nd Steward	E.T. Martin.
Cadet	E. Henderson.

PERSONNEL.

(Con'd)

m.v. "CAPE NELSON"

Master	A.L. Milne
Chief Officer	G. MacGregor.
2nd Officer	C. MacDonald.
3rd Officer	G.S. Copley.
Radio Officer	D. Crawford.
Trainee Radio Off.	A.J. Mitchell.
Cadet	P.J. Ritchie.
Bosun	P.D. Sharman.
Chief Steward	E. Trotter.
2nd Cook/Baker	C.R. Lewis.
Chief Engineer	D. MacLeod.
2nd Engineer	C. McCrae.
3rd Engineer	J. Milne.
4th Engineer	R. MacRae.
Junior Engineer	W. Watson.
Junior Engineer	J.F. McQuilkie.
Junior Engineer	W.V. Greenhaugh.
Electrician	J. McMillan.
Electrician	G. Rutherford.

m.v. "CAPE SABLE"

Master	K.N. Dootson.
Chief Officer	J. Roberts.
2nd Officer	A.J. Dickie.
3rd Officer	R. Mullen.
Radio Officer	M.J. Cairney.
Cadet	D.M. Johnston.
Cadet	A. Logan.
Chief Steward	J.P.D. Smith.
Chief Cook	W. Thompson.
2nd Cook/Baker	J. McDonald.
Chief Engineer	I. Russell.
2nd Engineer	W. Adamson.
3rd Engineer.	J. Walkden.
4th Engineer	H. Lloyd.
4th Engineer	J. Durie.
Junior Engineer	N.G. Rowan.
Electrician	J. West.
Assistant Steward	W. Ellis.

m.v. "CAPE WRATH"

Master	A.B. Sutherland.
Chief Officer	A.L. Davie.
2nd Officer	T. Reid.
3rd Officer	J.S. Johnstone.
Radio Officer	J.K. Waring.
Cadet	R.G. Wiggans.
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 RODNEY"

Master	J. Hetherington.
Chief Officer	B. Lawson.
2nd Officer	A. Weir.
3rd Officer	D.L. Coe.
Radio Officer	M.L. Bird.
Cadet	M.N. Beeley.
Cadet	P.R. Smith.
Bosun	M.I. Horreh.
Chief Steward	H. Scollay.
Chief Engineer	W. Sadler.
2nd Engineer	M.D. McCutcheon.
3rd Engineer	C. Sneddon.
3rd Engineer	G. Weir.
4th Engineer	T. Hill.

m.v. "CAPE ST VINCENT"

Master	T.R. Baker.
Chief Officer	J. Hunter.
2nd Officer	M. Roche.
3rd Officer	M. Smith.
Radio Officer	D.A. MacLeod.
Cadet	C.A. Dowie.
Cadet	I.T. Gould.
Chief Steward	A. Sisi.
Chief Engineer	R. Taylor.
2nd Engineer	G. Stevenson.
3rd Engineer.	J. Henry.
4th Engineer	J. Hannigan.
Electrician	W. Thomson.
2nd Electrician	A.G. Livinstone.

m.v. "CAPE YORK"

Master	G. Anderson.
Chief Officer	J.E. Jennings.
2nd Officer	P. Dyson.
3rd Officer	N.A. Brewer.
Radio Officer	W. MacLeod.
Cadet	J. Paget.
Cadet	G. Cunningham.
Chief Steward	R. Sherriff.
Chief Cook	C. Cheetham.
2nd Cook/Baker	G.S. Akers.
Chief Engineer	I. McGhee.
2nd Engineer	D. Anderson.
3rd Engineer	A. Beaton.
4th Engineer	W.J. Hughes.
4th Engineer	W. Strang.
Junior Engineer	T. Orr.
Electrician	A.A. Wilson.
2nd Electrician	J. Gallacher.
2nd Steward	D.J. McPhee.

m.v. "TEMPLE ARCH"

m.v. "BARON RENTFREW"

Master	D.L. Innes.
Chief Officer	I.J. Barclay.
2nd Officer	A.G.F. Michie.
3rd Officer	J. Gibson.
Radio Officer	D.F. Wilson.
Cadet	R.I. MacKenzie.
Cadet	A. Latty.
Chief Engineer	W. Minnikin.
2nd Engineer	D.J. Kelly.
3rd Engineer	J.B. Campbell.
4th Engineer	D. Carmichael.
Temp. Engineer	A. Mooney.
Electrician	A. McNeil.
Chief Steward	R. Cathcart.
G.P. Cook	C.H. Sturdy.
G.P. Asst. Steward	L.C. Phillips.
G.P. C/Boy.	J.J. McIlwee.
G.P. C/Boy	P.A. Thomas.
C.P.O.	D. McMahon.
P.O.	T. Nicol.
G.P. 1	J.A. MacKinnon.
G.P. 1	D.J. Campbell.
G.P. 1	B.J. Mahoney.
G.P. 1	J. McCormack.
G.P. 1	A.P. Mather.
G.P. 1	J. Nicol.
G.P. 1	A. Picken.
G.P. 3	R. Welsh.

ON LEAVE

Master	A.M. Fraser.
Master	T.B. MacLeod.
Master	A. MacKinlay.
Master	T.P. Edge.
Master	T.C. Hogg.
Master	D. Sinclair.
Master	A. MacLeod.
Chief Officer	W. Greatorrex.
Chief Officer	J. Peterson.
Chief Officer	J. MacNab.
Chief Officer	J.M. MacKay.
2nd Officer	J.A.T. Melville.
2nd Officer	P. Cooney.
2nd Officer	T. Walker.
2nd Officer	I.P. Teale.
2nd Officer.	D. Taylor.
3rd Officer	J.G. Houston.
Radio Officer	B. Breslin.
Radio Officer	D. Humble.
Radio Officer	J. Thomson.
Radio Officer	J. Chamberlain.
Radio Officer	D. Gudgeon.
Radio Officer	C.A. Adamson.
Navigating Cadet	J. Malcolm.
Navigating Cadet	R. Richardson.
Navigating Cadet	D.G. Standaloft.
Navigating Cadet	A.J. Kinghorn.
Chief Engineer	A.P. Alexander.
Chief Engineer	N. Nicolson.
Chief Engineer	W. Colquhoun.
Chief Engineer	J. Loughran.
Chief Engineer	W. Anderson.
Chief Engineer	R.J.W. Durbin.
Chief Engineer	W. Moore.
2nd Engineer	D. Wright.
2nd Engineer	T.E. Carmichael.
2nd Engineer	H. Ostermann.

Master	P. Smith.
Chief Officer	D.S. Gordon.
2nd Officer	I. Taylor.
3rd Officer	P.J. Brooks.
Radio Officer	R. Faulds.
Cadet	R. Gardner.
Cadet	D.K. Lunn.
Chief Engineer	A.G. Metcalf.
2nd Engineer	G. McEwan.
3rd Engineer	A. Miller.
4th Engineer	D. Morrison.
Temp. Engineer	A. Harbinson.
Electrician	J. Wightman.
Chief Steward	G. Daddy.
G.P. Cook	J.M. Steventon.
G.P. Asst. Steward	J.M. Harrison.
G.P. C/Boy	T. Mawston.
G.P. C/Boy	M. Glendinning.
C.P.O.	R. Smith.
P.O.	W. McCrimmon.
G.P. 1	F. Gillies.
G.P. 1	R.W. MacLean.
G.P. 1	G.J. Primrose.
G.P. 1	D.J. Thornton.
G.P. 1	K. Neale.
G.P. 1	P. Whyte.
G.P. 1	R. Rafter.
G.P. 3	P. Winning.

ON LEAVE (Con'd)

3rd Engineer	J.L. Blackwood.
3rd Engineer	A. Dias.
3rd Engineer	J. Mair.
3rd Engineer	G. Law.
4th Engineer	C. Hardwick.
4th Engineer	P.R. Lawson.
4th Engineer	L. Deakin.
Electrician	R. Knight.
Electrician	J.M. Rowland.
Electrician	W. Mack.
Electrician	J. Leiper.
Catering Officer	A. McGill.
Catering Officer	J. Blair.
Catering Officer	E. Hutter.
Catering Officer	P. Coles
Catering Officer	B. Whitefield.
Catering Officer	J.E. Smith.
Chief Cook	E.J. Thomas.
2nd Cook/Baker	P. Keenan.
2nd Cook/Baker	E. McLaughlin.
Assistant Steward	J. Brown.
Bosun/C.P.O.	P. McPhee.
Bosun/C.P.O.	J. McFarlane.
Bosun/C.P.O.	I.E. Jama.
P.O.	F. Courtney.
G.P. 1	D.G. Mardon.
G.P. Catering Boy.	T. Meharry.

P E R S O N N E L.

(con'd)

ON STUDY LEAVE.

2nd Officer	P. Richardson.
2nd Officer	J. King.
2nd Officer	P. Fenwick.
3rd Officer	P. Smart.
3rd Officer	N. Clarke.
3rd Officer	A. Kemp.
3rd Officer	J.W. Goode.
3rd Officer	D. Brannen.
3rd Officer	M.D. Pickup.
Navigating Cadets	C.J.B. Pyper.
2nd Engineer	J.M. Sutherland.
2nd Engineer	J.T. Rodger.
3rd Engineer	R. Kennedy.
3rd Engineer	D. MacKerrocher.
Engineering Cadet	E.C. Moffat.
Engineering Cadet	J.K. Prentice.
Engineering Cadet	S.J.N. Beeley.
Engineering Cadet	J.R. Watson.
Engineering Cadet	D. Charteris.
2nd Steward	G.K. Watson.

PERSONNEL ON SICK LEAVE.

2nd Engineer	I.A. Dalton.
2nd Engineer	A.E. Norman.
Chief Cook	L. Thompson.
2nd Steward	R. Ilderton.

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"Please return pigeon with message
of your location, then will proceed
with rescue plan".

CONTRACT.

The addition to the premises allows us to move the entire marine department to less cramped conditions. This should occur sometime in July and the design will allow for a special waiting room for Seastaff. Entrance will be by Princes Square through No. 12 to the third floor, thence turning RIGHT which will lead straight into the Personnel section.

Recruiting of Seastaff proceeds satisfactorily and there is almost a waiting list in some categories, though this will disappear later in the year when delivery of new tonnage will increase in frequency. Four ships are due to be taken over in November/December alone, whilst "Baron Ardrossan" is scheduled for first half September. The first chief officer of a long series in the future, Mr. Anderson, was promoted and took command of "Cape York" in March.

At the time of writing a settlement has been reached with the Union on Officers pay for this year and you will be advised of the result as soon as possible. The increase is of a major nature and further adjustments are likely next year. However satisfactory this outcome is to the individual, and we have had doubts expressed by many contract staff on this score, it must of necessity restrict the Owner in his efforts to introduce his own improvements which in our case we hoped to do after consultation with staff at sea. Thus a yearly review was to take place and the company could budget accurately ahead. In view of the present developments we must wait and see what results but it is already obvious that the scale of claims is such that we will overtake such foreign competitors who pay more for manning and therefore will have to watch other running costs all the more closely. We will return to the subject when the present issues have been solved and assure you that your interests are well before us.

"Baron Renfrew" contains more amenities than any other ship in the fleet so far built. These include cinema, entertainment system, swimming pool, fitted carpets throughout, two bars with draught beer, two separate recreation spaces with fitted table tennis and other gymnastic equipment, coffee machine and two television sets with multi-station adjustable aerials (which would not disgrace an American spacecraft!). With the exception of the two recreation spaces which in some cases will be reduced to one, these items will be standard fittings in future construction.

"Baron Ardrossan", the first of the new Haugesund class, is of radically different design and all personnel will be accommodated in the bridge structure served by lift and stairs. If all goes according to plan, seven identical vessels will follow her, four of which will be for Lyle, two for Hogarth and one for Lambert.

The freight market is registering high levels and the Company is obtaining benefit from this to a limited degree. We continue our policy of seeking contract business which does not offer at peak rates but goes some way to ensuring employment of vessels in the future. With the fleet and Company gaining ground with charterers in popularity, we have hopes of obtaining a good proportion of future business during this year. This is why Mr. J. P. Walkinshaw is again in Australia consolidating the progress made from his visit last year. We are hoping to have articles on Scottish Ship Management published shortly in the Australian press.

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