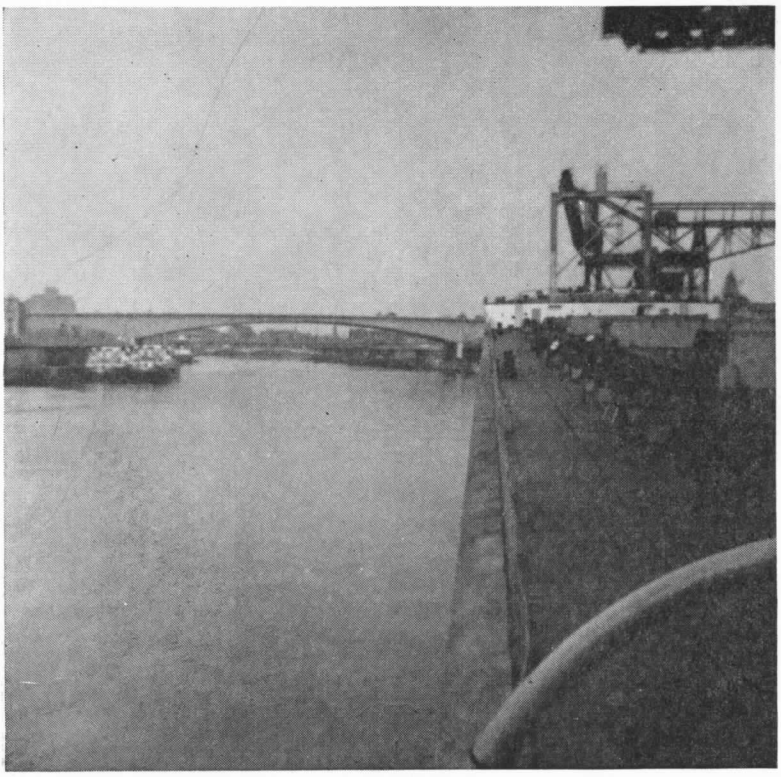
TRIAD

JOURNAL OF

Scottish Ship Management Limited



New Kingston Bridge, Glasgow, from m. v. "Cape Howe"

No. 9 SUMMER, 1970

The major news we have to give you in this edition will no doubt be of special interest to the members of Seastaff Six. They echoed what we have been asked by a number of the Staff during the past months - "Why does S.S.M. not have colours under which all vessels managed or chartered by the Company could sail?" The Board of S.S.M. have duly considered the subject and put it up to the Parent Companies who, we are pleased to report, have approved the suggestion. The formula is grey hull, cream-tinted superstructure and cranes, and funnel colouring similar to the Hogarth colours with a superimposed motif representing S.S.M.

Another significant step is the decision to acquire a computer which will be installed about mid-1971 and will be an I.B.M. System Three - the most modern and effective machine of its type in existence. The move has followed various studies carried out over the past year, during which consultants and staff gave the subject considerable thought. The implementation of the system will take a number of years but we sincerely hope that, when in operation, the ships will benefit considerably.

We are not likely to be taking over the new section of the Office until mid-August as a good deal of renovation work is being carried out. A ground plan of the whole office area, with a key, is to be found on Pages 10 and 11 of this issue.

It is with regret that we report two machinery breakdowns which have occurred since we last wrote. The first took place aboard "Cape Rodney" in mid-Atlantic and, after emergency repairs at sea taking two days, the ship diverted to St. John's, N.F. The work carried out on board reflects great credit on Mr. Saddler, Chief Engineer, and his staff. The second incident occurred on "Baron Renfrew", severely damaging one cylinder and incapacitating one engine. The vessel was quickly under way but diverted to Singapore for repairs prior to completing her voyage to Japan where further repair work has been carried out.

A rare event took place in June when Glasgow received a visit from a bulk-carrier flying the S.S.M. Flag. m.v."Cape Sable" made a fine impression on those who visited her when she came here to discharge just over 3,000 tons of Australian oats in bulk at Meadowside Granary. Discharging commenced at 0830 on 22nd June and was completed at 1815 hours the same day - a very creditable performance. A further comment about her visit appears in the Fleet News, Page 4.

A model of "Cape Horn", a unit of the Haugesund Class, was exhibited at Hanover Trade Fair and a picture of this model, in its glass case, appears on Page 16 of this number. "Vestland", the first ship of the Class, is also pictured.

Mr. J.P. Walkinshaw returned to Glasgow in May after a most successful visit to Australia and New Zealand. He sends his best wishes and thanks, through this page, to his many friends in those countries for their kindness.

For administrative reasons it has been agreed to hold no formal launching ceremonies for Haugesund Yard Numbers 37 and 38. This year should see the delivery of H.M.V. 37 ("Baron Ardrossan"), U.C.S. 101G ("Temple Bar"), U.C.S. 102G ("Temple Hall") and Kaldnes 186 ("Cape Race"). However, a growing delay in deliveries by sub-contractors threatens to affect the commissioning of most of these new ships. Other names selected are H.M.V. 39 "Baron Inchcape", Kaldnes 187 "Baron Belhaven", Horten No. 168 "Baron Maclay" and H.M.V. 44 "Baron Wemyss". New Cape names will be H.M.V. 40 "Cape Hawke", H.M.V. 41 "Cape Grafton", H.M.V. 45 "Cape Grenville" and Horten No. 173 "Cape Leeuwin". The remaining ship, H.M.V. 42, is to be called "Temple Inn".

During June a meeting of Cadets about to enter the Company took place at Princes Square. It was the first of its kind and ten Cadets were briefed and questions answered for an afternoon.

Seastaff Six commenced on 11th May and from our point of view was considered most successful and interesting. It is difficult to describe how valuable these meetings are to us ashore and we sincerely hope those taking part obtain the same benefit.

OFFICE NEWS

Mr. Robert Trythall returned to the Office on 21st May after his stay in Norway.

Mr. John McLennan, Chief Engineer, joined the Technical Department as an Assistant Engineer Superintendent on 8th June, 1970.

Our congratulations to Mr. and Mrs. Neil Smith on the birth of their baby daughter, Gillian, on Saturday, 4th July.

Miss Moira Robertson joined the Staff of Lyle, Gibson & Co. Ltd. on 29th June, 1970.

Miss Sandra MacCorquodale has joined the Staff as a Comptometer Operator and in due course will be trained as a Computer Operator.

Frank Barr will also receive training as a Computer Operator, as well as in Computer Programming.

George Buchanan and Gordon Burrow joined the Staff on 30th June and 1st July respec--tively and are working as Office Juniors.

The Office Golf Outing took place on Thursday, 14th May at Cardross and was much enjoyed by all who took part. The weather was reasonably kind and so played its part in making the day a success. The winner was Mr. W. Anderson, with Mr. D. Scott and Mr. K. Ross second and third respectively.

PERSONNEL NEWS

Our congratulations to Mr. J. Macnab, Mr. J. Tattersall and Mr. J.A. Roberts who have all just recently been promoted to Master. This is obviously welcome news through--out the fleet and we are sure that everyone at sea and ashore will join us in sending best wishes to all three. Captain Macnab is in command of the "Cape Nelson", Captain Tattersall is due to go to the "Cape Clear" and Captain Roberts to the "Cape York".

Congratulations to Mr. Harry O'Brien and Mrs. O'Brien on their recent wedding. The O'Briens are both at present on the "Cape Howe". When we think back a bit we ask our--selves the question - "Does the "Howe" make people get married?" Alan Neil, Harry O'Brien and the most recent wedding, that of Jimmy Mair on 25th June. All the very best to you all - let's hope you have long and happy marriages, not just to S.S.M., but to your respective good ladies too!

Our congratulations are also due to :

Mr. John King on obtaining his Master's Ticket.

Mr. Michael Pickup on obtaining his Mate's Ticket.

Mr. King and Mr. Pickup are joining the "Cape Clear" as Mate and Second Mate respectively.

Captain and Mrs. Anderson on the birth of their son on 25th June. We must apolo--gise for the delay in sending this young man his Company Cap Badge - this was due to an oversight.

Welcome back, after a year or two, to Callum MacLean who is now Chief Officer on the "Cape Sable".

Good luck to Mr. P.C. Mackay and his fiancee, who are to be married on 31st July.

BLAZER BADGE COMPETITION.

We have received some excellent designs for this competition and are hoping to receive more yet. It has been suggested that the participants of the next Seastaff should judge the competition so please send your entry in now. Remember, there's ten guineas to be won!

LEAVE BOOKS

Would personnel who have these books please leave them with the Radio Officer when they join a ship? And those who have not got one - would they please check with the Radio Officer, who may have extra ones.

SEASTAFF SIX

Seastaff Six took place in the Office between 11th and 15th May and the following Officers took part : Mr. W. Anderson, Chief Engineer; Mr. J.L. Blackwood, Third Engineer; Captain T.P. Edge; Mr. J.G. Houston, Third Officer; Mr. A. McGill, Catering Officer; Mr. J. Macnab, Chief Officer; Mr. N. Nicolson, Chief Engineer; Mr. J.M. Row--land, Electrician; Mr. T. Walker, Second Officer, and Mr. P.M. Cooney, Second Officer.

Comments on Seastaff Six by one of the participants will be found on Page 38.

FLEET NEWS

"BARON ARDROSSAN" was launched at Haugesund p.m. on the 26th June. She is now fitting-out and it is hoped that she will enter service during October.

"TEMPLE ARCH" is due at Christmas Island on 10th July to load phosphate for Eastern Australia, indicated Risdon and Geelong. On completion of the present cargo she will move to Port Pirie and there load a cargo of concentrates for discharge at Avonmouth or Swansea and we presently look for her arrival in the Bristol Channel during the first half of September.

On leaving the Bristol Channel she will cross to Hampton Roads to load coal for Japan.

"BARON CAWDOR" sails from Pisco on the 11th July and should perhaps leave Chimbote on the 20th July, in which case she could arrive at her Continental discharging port to land the fish meal cargo on the 10th August. She remains on Time Charter.

"CAPE CLEAR" is due at Hull on the 10th July and should spend about twenty-four hours at each of her packaged lumber discharging ports - these being Bremen, Esjberg, Rotterdam and Amsterdam in addition to Hull. She should be re-delivered from Time Charter about 20th/24th July, after which she will sail to Antwerp to drydock. From Antwerp she will sail for Casablanca to load phosphate for Japan.

"BARON DUNMORE" arrives at Kitimat, B.C. on the 10th July and sails from there on the 13th after discharging alumina loaded at Mackenzie (Guyana) and Port Esquivel (Jamaica).

From Kitimat she ballasts back to Mackenzie to load there, and at Chagua-ramas, bauxite for Port Alfred where she should arrive 12th/14th August. She remains on Time Charter.

"BARON FORBES" is presently on passage towards Japan with a cargo of Hampton Roads coal. She is expected in Japan on the 20th July but discharging port(s) not yet indicated.

From Japan she moves south to Fiji where she will load bulk sugar for Vancouver. On completion of the sugar cargo she will be delivered on Time Charter to Seaboard Shipping Company and then load packaged lumber for dicharge at U.S.N.H. or U.K.C.

"CAPE FRANKLIN" is presently discharging iron ore at General Terminus Quay, Glasgow, and hopes to complete there on the 10th/11th July. From Glasgow she sails for Amsterdam where she will load a trans-shipment cargo of iron ore for Newport, Mon. From Newport she sails to Nouadhibou to load iron ore for Cardiff.

"CAPE HOWE" is due at Monrovia on 14th July to load iron ore for Cardiff. She is unfixed beyond Cardiff meantime.

"CAPE NELSON" sailed from Nouadhibou on the 7th July and is due at Middles-brough or Hartlepool on 16th July to discharge her iron ore cargo. She is not yet fix ed beyond the Tees.

"BARON RENFREW" After completing discharge of her River Plate cargo at Moji on the 9th July, she should sail from there on or about the 12th July after completion of engine repairs.

From Japan she sails down to Christmas Island for a cargo of phosphate destined for Eastern Australia, indicated Adelaide and Port Lincoln. After the phosphate cargo, she will load concentrates at Port Pirie for Avonmouth or Swansea.

"CAPE RODNEY" is expected at Brake on 16th July to discharge part of her fish meal cargo, the balance being landed at Hamburg, where she should complete on the 22nd July.

She remains on Time Charter and in all probability will head back towards Peru for a further fish meal cargo.

As everyone knows, tremendous suffering and damage has resulted from the recent Peruvian earthquake and readers will doubtless be interested to read what Captain Hetherington had to say in a recent letter from Chimbote, dated 18th June :

"CAPE RODNEY" (con'd.) "In accordance with your telegraphic instructions, arrangements were made to land foodstuffs and blankets at this port. The stores were landed into the hands of a representative of JAN (Junta de Assistance National) who delivered them directly to the local public hospital.

"At the present time most of the people are living in tents or huts made of bamboo mats that have sprung up in all the open spaces. It is doubtful if any house in Chimbote is free from damage. Some of the hotels and bigger buildings constructed of reinforced concrete have escaped with minor damage. Very few people have moved back into their homes as small tremors occur almost every day and more are forecast".

"CAPE RONA" is expected to complete discharge of her Nauru phosphate cargo at Bunbury shortly and will then move to Shark Bay, where she is due on or about the 16th July, to load salt for Japan - the indicated ports being Osaka and Naoetsu.

From Japan she sails down to Queensland to load bulk sugar for U.K./ Continent and on completion of the sugar cargo she will be redelivered to her Norwegian owners.

"CAPE SABLE" sailed from Avonmouth on 2nd July for Port Sutton, Florida, to load phosphate for Japan, indicated discharging port Ube. From Japan she sails for Nauru and there will load phosphate for Western Australia. Meantime, she is not fixed beyond Western Australia.

The ship's recent call at Glasgow presented an ideal opportunity for some of us to visit, for the first time, one of the Norwegian-built bulkcarriers. It was a chance not to be missed and a most favourable impression was gained during the visit. The pride and interest shown in the ship by the Master, Officers and Crew was evident at every turn, her condition and appearance being first-class and it should be placed on record that she is a credit to all concerned.

"CAPE ST. VINCENT" sails from Selby, San Francisco Bay, on the 11th July after completing discharge of a parcel of concentrates loaded at Port Pirie. From the San Francisco Bay Area she moves up the coast to Vancouver to discharge a nickel concentrates parcel loaded at Esperance.

On completion of the Australian cargo she will load 15,000 tons of sulphur in the Vancouver area for South Island, New Zealand - probably Lyttleton and another port - and 4,000 tons of bentonite at Portland, Oregon for discharge at Newcastle, N.S.W. after the New Zealand call.

She is not yet fixed beyond Newcastle.

"CAPE WRATH" sailed from Casablanca on the 1st July with phosphate for Japan, being due at Cape Town for bunkers on the 15th July. We look for her arrival in Japan on or about the 8th August. She then ballasts to Shark Bay to load salt for Japan and is unfixed beyond Japan meantime.

"CAPE YORK" is due at Antwerp on 15th July to discharge a zircon parcel loaded at Bunbury, W.A. She then comes across to Immingham, where due on the 18th, to discharge ilmenite also loaded at Bunbury. After this she shifts to Swansea to discharge a parcel of sulphides loaded at Walvis Bay. On completion in the Bristol Channel she ballasts down to Casablanca to load phosphate for Japan.

"HUNTERWOOD" is a bulkcarrier on Time Charter for 5½/7 months to S.S.M. She arrived at Lyttelton, N.Z. on 7th July to discharge part of a phosphate cargo, the balance being discharged at Mount Maunganui, where she should arrive on the 17th.

After completion, she moves to Fiji to load the first of two consecutive sugar cargoes for discharge at Auckland.

"AVONFIELD" Two of the Coal Contract cargoes from Newcastle, N.S.W. to Nagoya, Japan, have been sub-let to Huntings "Avonfield" to relieve pressure on our own tonnage. One of these voyages was carried out during June and the second will take place during the last quarter of 1970.

A VERY SPECIAL OCCASION.

As many of readers will be aware, it is customary after taking delivery of a new vessel in Norway for the Owners' Representatives to respond to Norwegian hospitality by giving a small dinner-party for the Directors, Heads of Departments and other key personnel of the Shipbuilders. "Baron Renfrew" was delivered to H. Hogarth & Sons Limited on 10th April, 1970 and that evening our guests duly assembled in the Grand Hotel, Horten. The keynote of these 'stag' functions is informality and there are no speeches as such but on this occasion listeners pricked up their ears when Mr. Fredrik Borchsenius, Managing Director of A/S Horten Verft, rose to make a special announcement, namely the award of The Most Noble Order of the Golden Mistletoe to Mr. H. A. Walkinshaw. The immediate questions that spring to mind are: What is this decoration? On whom is it usually conferred? And for what reason? In this respect we cannot do better than quote in full Mr. Borchsenius' address:

"THE MOST NOBLE ORDER OF THE GOLDEN MISTLETOE was instituted at the Peninsula of Karljohansvern some ten years ago to enable our Yard to honour in a notable way some of the persons who have proved themselves to be true friends of A/S Horten Verft (formerly Marinens Hovedverft). Up until now it has been given to one shipowner, Mr. Harry Borthen, two Commanders-in-Chief of the Royal Norwegian Navy, the Vice Admirals Aimar Sørenssen and Magne Braadland, Captain A. Aslaksrud, one U.S. Ambassador, Miss Margaret Tibbetts, and - of course - to Michael Langballe.

The Venerable Council of this Order has unanimously decided that now is the time to confer honours on Herbert Walkinshaw.

All of you present here tonight know that Herbert Walkinshaw stands for (close your ears for a while): Integrity - Intelligence - Interests - Intuition (when it comes to choosing the right yard) - Indulgence towards us Norwegians - Infallibility - Informality - Instrumentality in establishing a very good and lasting friendship between our companies and our countries. These are only a few traits of a supreme character.

We want to thank a Director of Scottish Ship Management Limited, the fine human being, the friend - Herbert Walkinshaw - for all he has meant to all of us at the Horten Yard and we want to honour him for being just the very person he is.

It is my privilege to present you with this small insignia of The Most Noble Order of the Golden Mistletoe. As you may have seem from the growth of the mistletoe in the trees around our yard and in Horten (the only place in Norway where it can be found) it hangs high!".

It will be noted that prior to 10th April this singular honour had been conferred on only six people - only one of whom was not of Norwegian nationality - thus emphasizing the very high esteem in which Mr. Walkinshaw is held by our friends in Horten Verft. He is now the seventh recipient of this unique insignia and his colleagues in Scottish Ship Management Ltd., Lyle Shipping Company Ltd. and H. Hogarth & Sons Ltd., share the pleasure of the decoration and offer him heartiest congratulations. Will he forgive us, we wonder, for basking just a little in the reflected glory?!

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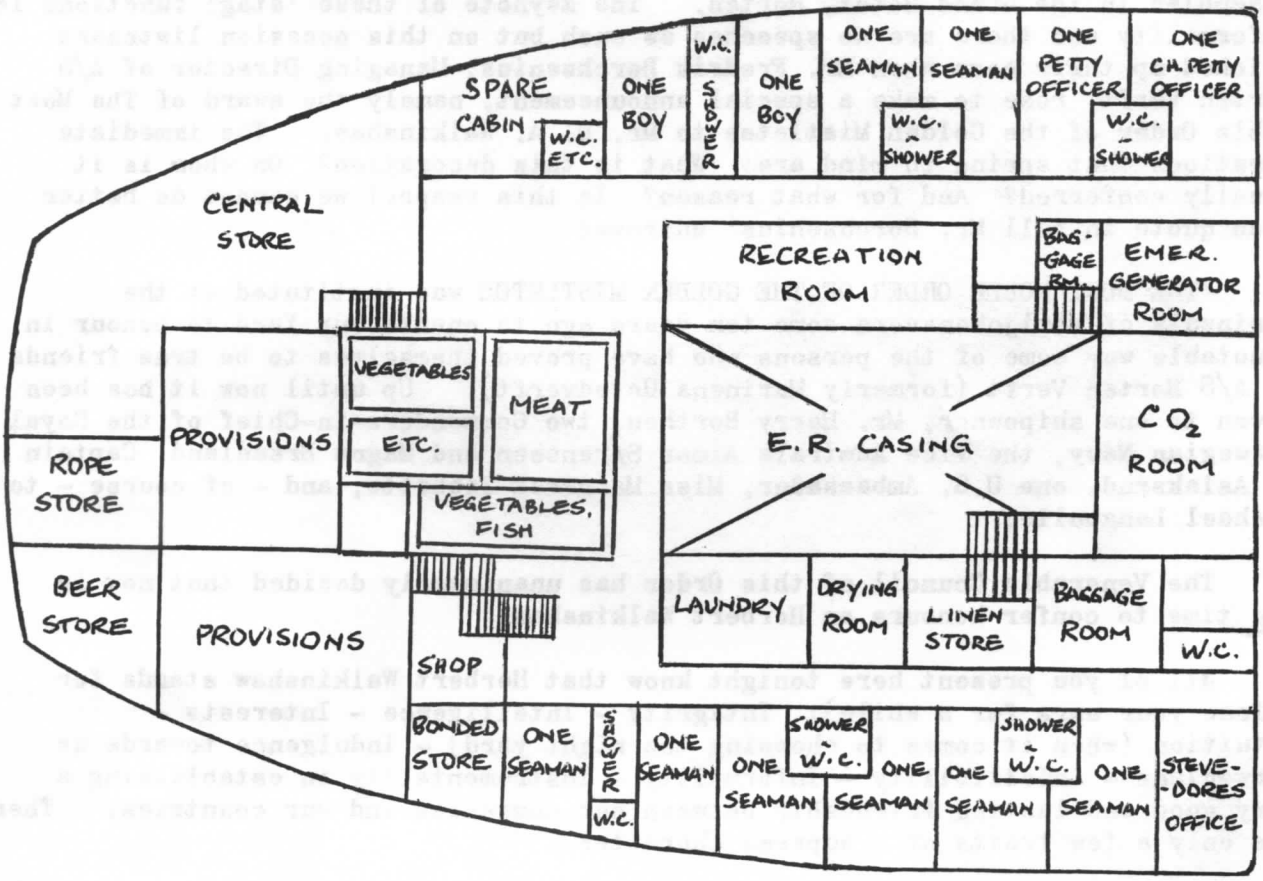
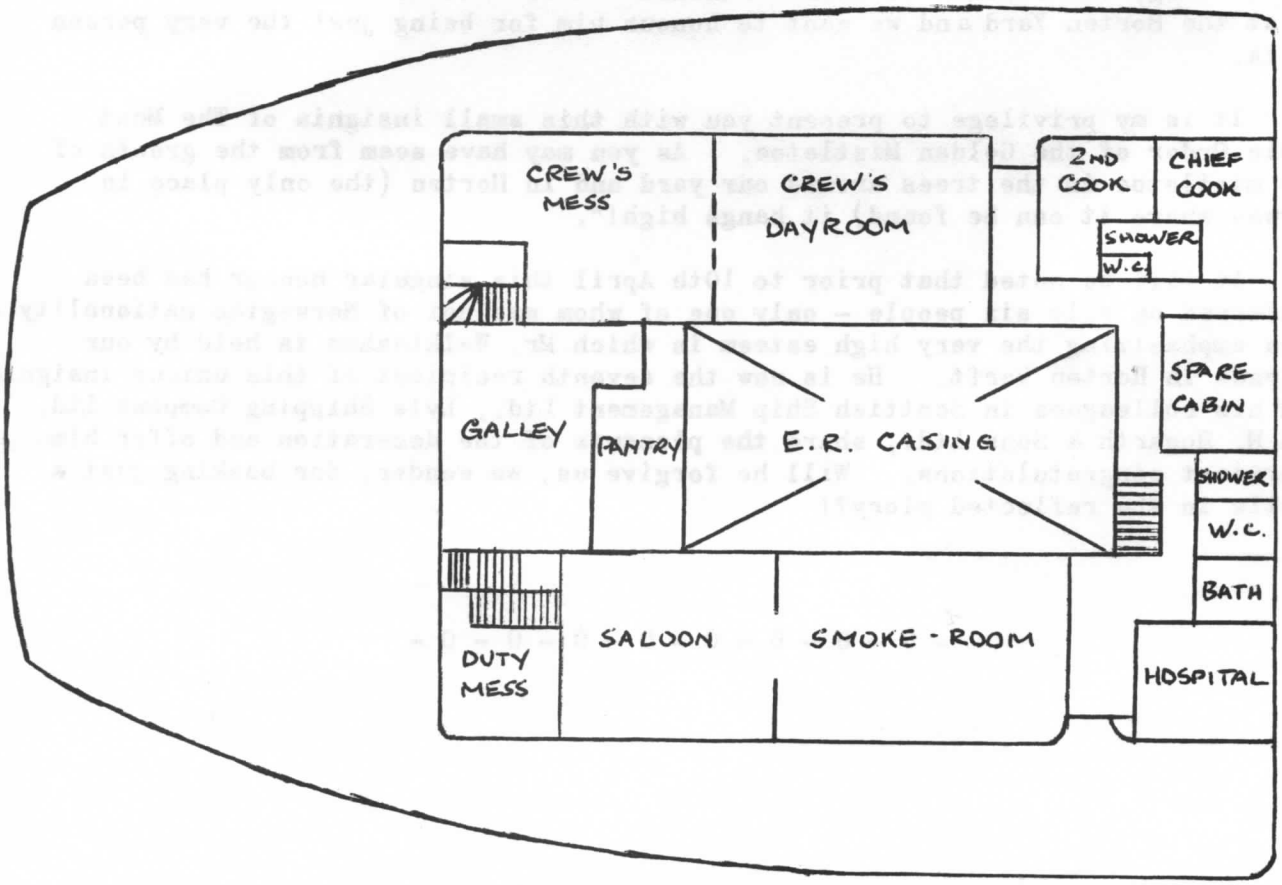
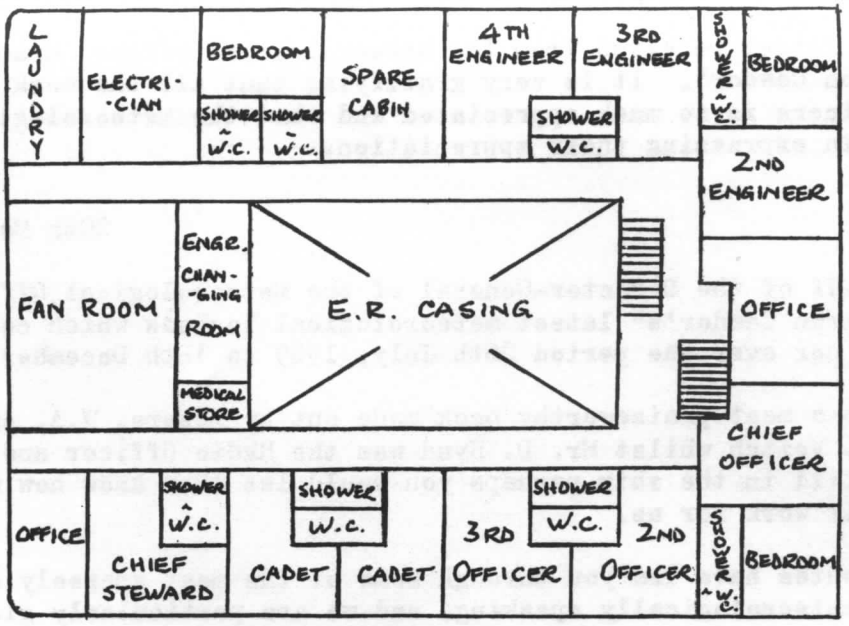
At Seastaff meetings several requests have been made for ship's plans to appear in TRIAD. In response to these requests we print in this edition the Accommodation Plans of m.v."Baron Renfrew" which, of course, is presently the newest ship in the fleet in operation. The Plan Scale is 1:200



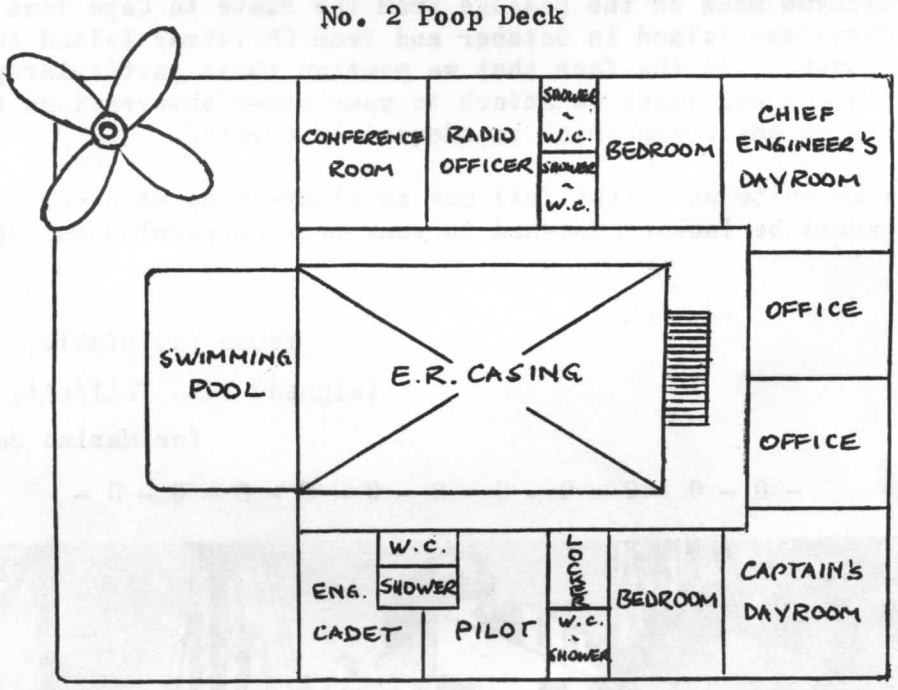
Main Deck



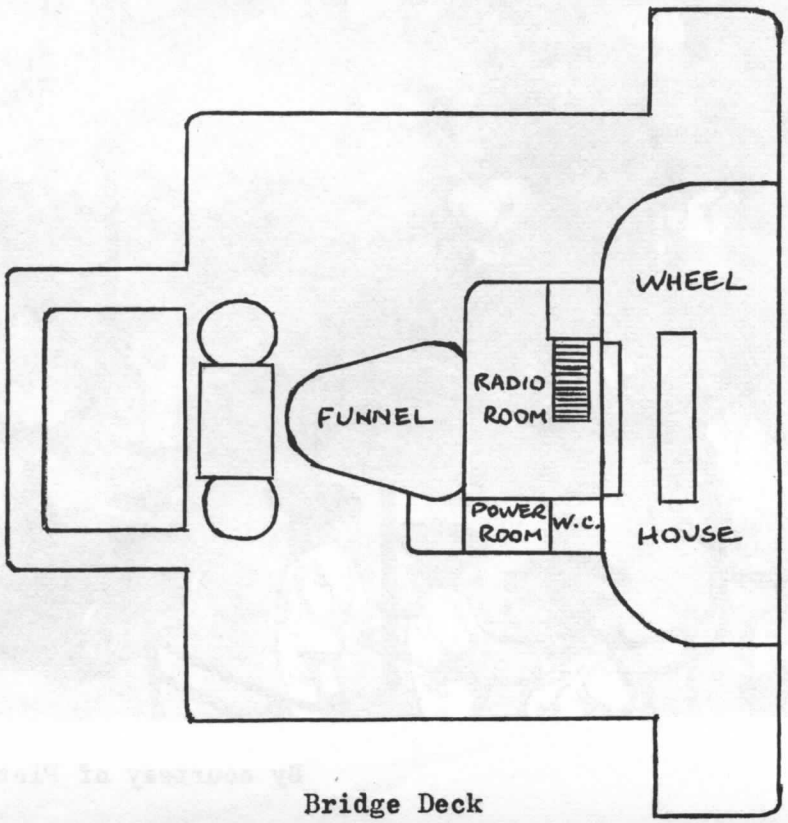
No. 1 Poop Deck



No. 2 Poop Deck



No. 3 Poop Deck



Bridge Deck

Below is a letter received from The Meteorological Office, Bracknell, by the Master of "Baron Cawdor". It is very gratifying that all the work and effort of the ship's officers is so much appreciated and that the Meteorological Office are so meticulous in expressing their appreciation.

Dear Sir,

29th May, 1970.

On behalf of the Director-General of the Meteorological Office may I thank you for the "Baron Cawdor's" latest meteorological logbook which contained observa--tions made in her over the period 28th July, 1969 to 18th December, 1969.

This is a most praiseworthy book made out by Messrs. W.A. Andersen, D.S. Gordon and D.C. Veitch whilst Mr. D. Hynd was the Radio Officer and if any of these officers are still in the ship perhaps you would let them know how much we appreciate their work for us.

Your routes have led you through some of the most sparsely covered areas of the world, meteorologically speaking, and we are particularly glad to have the observations which you made on the passage from the Plate to Cape Town last August, from Japan to Christmas Island in October and from Christmas Island to Adelaide later the same month. But the fact that we mention these particular passages does not lessen the importance which we attach to your other observations for there is literally no area in any ocean which is adequately covered.

You may be quite sure that full use is always made of everything which you send us and we shall be looking forward to your next meteorological logbook in due course.

Yours faithfully,

(signed) L.B. Philpott,

for Marine Superintendent.

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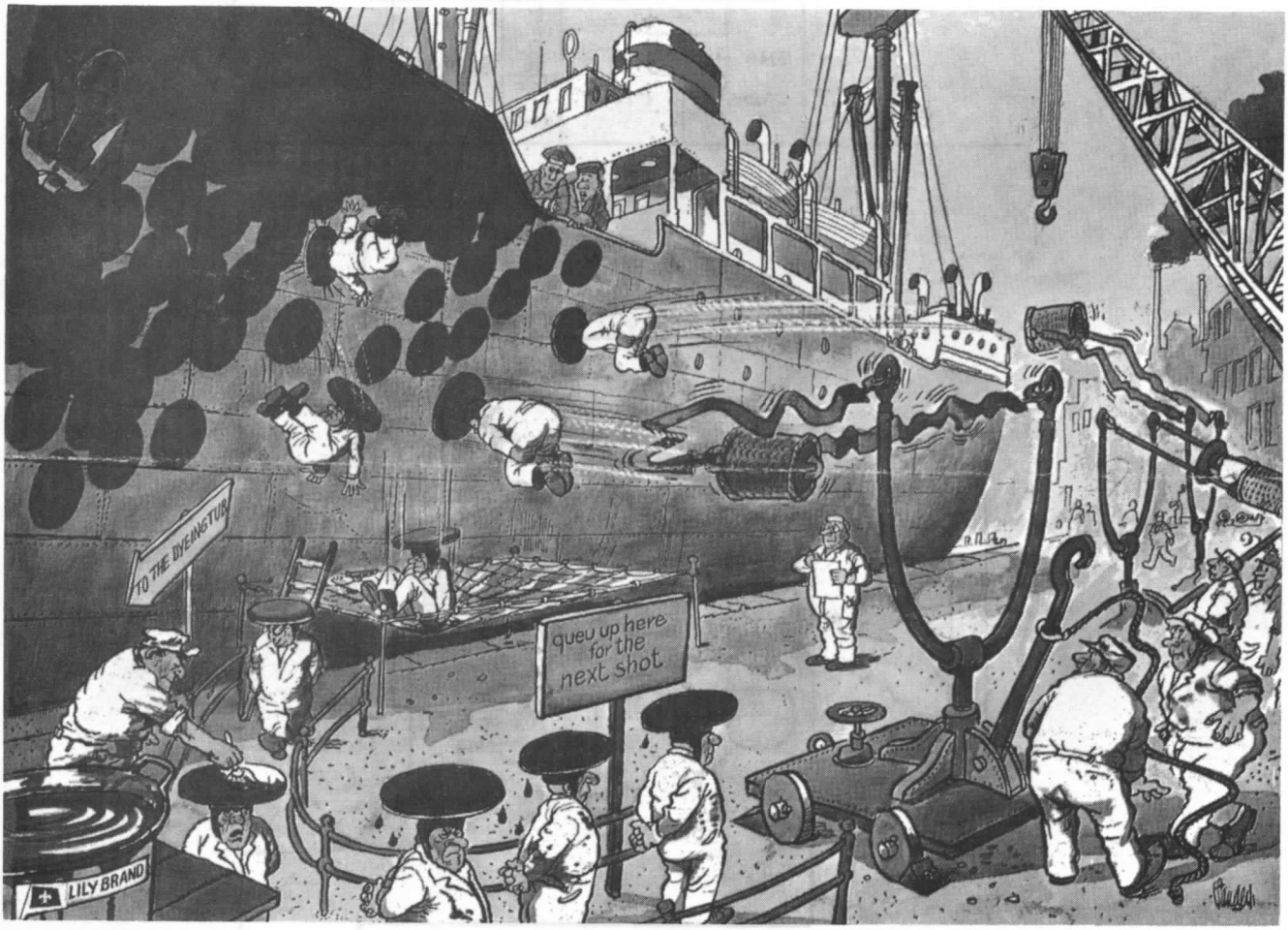

By courtesy of Pieter Schoen Limited.

A Dentist's Nightmare or - How to fill this cavity?

Rubislaw Quarry, Aberdeen, the deepest granite quarry in the world, is to close soon but no one knows what is to be done with it.

The 480-foot hole has grown into one of the city's spectacular sights over two hundred years. More than half of Aberdeen was built out of it but no worthwhile rock has been quarried for two years.

Recently, three men could be seen as small, moving dots on the quarry floor. They are among the few men still employed by Aberdeen Construction Group, Ltd. in the hole.

The labour force of twenty-six has been run down this year and the remaining employees will stay until granite blocks have been cut for the last few contracts where granite cubestone is being used.

Most of the men have been absorbed into other departments of the group but some will become redundant in view of the news that a quarry will not be opened on an adjacent site.

Test bores to the north and west of the quarry have shown that the rock is not of sufficiently high quality to make quarrying economic.

Only those who have stood on the quarry's tree-lined rim can fully appreciate the enormity of the problem the construction group face in trying to dispose of the hole.

It is nine hundred feet long by seven hundred and fifty feet wide, set in high ground to the west of the city and yet so deep the floor is one hundred and eighty feet below sea level.

A spokesman for the Aberdeen Construction Group said - "We look upon the quarry as an asset and we want to get some value out of it, but no one seems to know what to do".

The quarry could be used as a rubbish tip. It is estimated it would take about one hundred and fifty years to fill it, but the quarry lies in the centre of a large residential district and it is likely there would be protests.

The land surrounding the quarry will probably be used for housing, but even if the hole was filled in, the reclaimed area would take years to consolidate.

The group spokesman added - "We even considered running a competition for the best suggestions as some people had come up with quite sensible ideas. If an hotel were to be built beside the quarry and the hole left to flood, it would be quite an attraction. Trout fishing could be introduced or the area could become a bird sanctuary".

Flooding might be one of the solutions. Pumps work perpetually on the quarry bottom to keep it dry and it would flood quite quickly if they were turned off. But it is feared the water might become stagnant.

Whatever the outcome, all the granite that came out of it will be around for many years. Prestige buildings throughout the world were built from the shining grey rock and no amount of weathering seems to affect the solidity of the Granite City.

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Excerpt from Lloyd's List of 1920.

"Japan is as yet an unexploited country, so far as the motor car is concerned. There are no sidewalks and the roads are very narrow, which makes automobiling very difficult as everyone walks in the middle of the roads. The rickshaw is the most comfortable vehicle in Japan, though there are thousands of bicycles. On account of the dense population of Japan, good roads are an actual necessity".

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Earlier this year, when the 253,000-ton deadweight tanker "Esso Northum--bria" sailed from the Tyne after completion, she caused one of the biggest road traffic jams the Tyne area has known. Both North and South Shields were blocked by jams miles long, created when people in their thousands endeavoured to see the huge vessel sail from her birthplace for Trials. 'Buses were brought to a halt and ambulances carrying people involved in a number of road accidents could not reach hospital.

The police described the situation as "chaotic".

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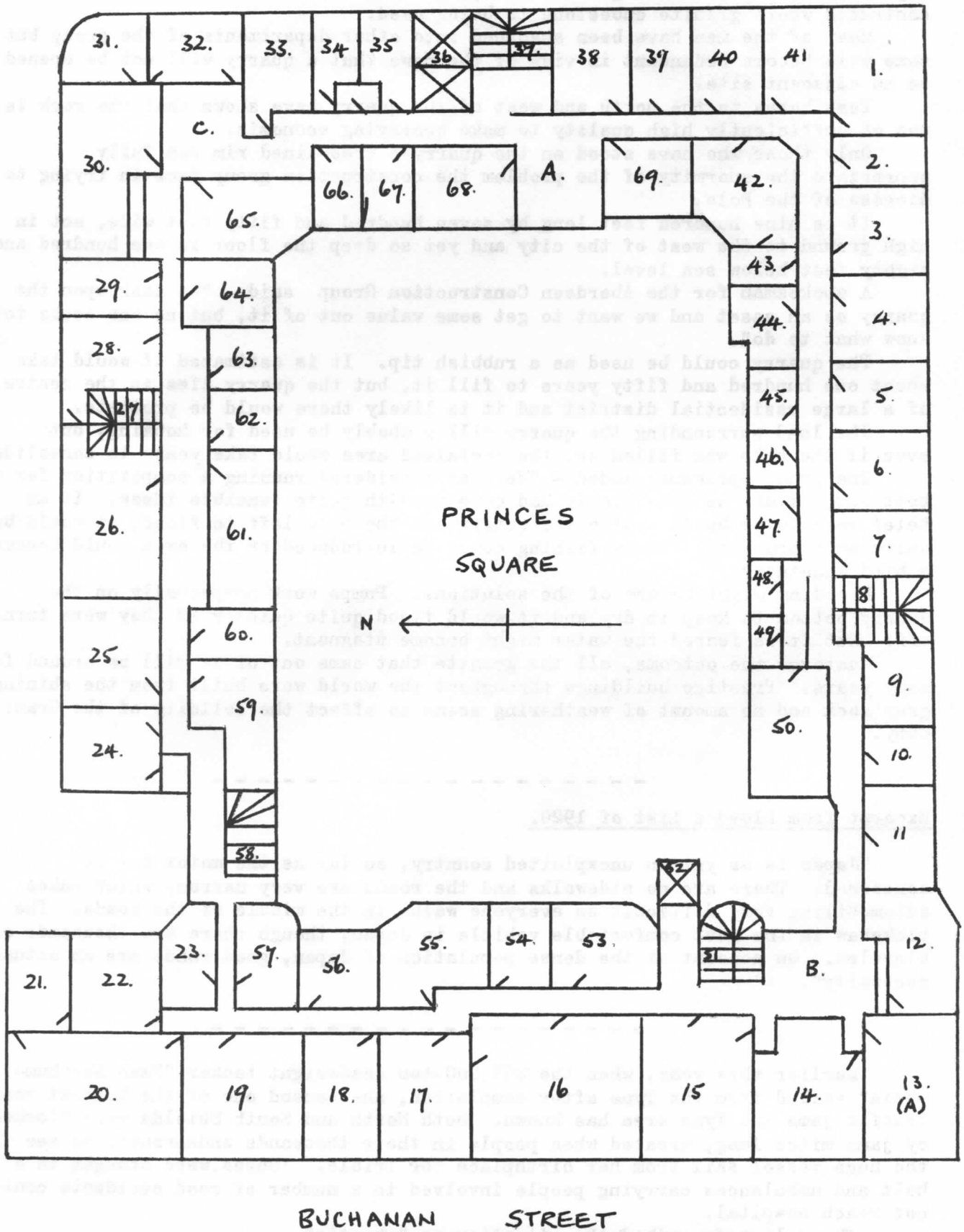
Readers will recall that in the Spring, 1970 number of TRIAD we mentioned that more office space was needed, with the result we have taken over the remainder of the third floor of the building. The new area was previously occupied by the Inland Revenue authorities.

This alteration affects mainly the Marine, Personnel, Agency and Operations Departments although, of course, there are other changes also in the original part of the Office, and to assist visitors in finding their way around we give here an up-to-date floor-plan. This plan supercedes that on Page 3A of TRIAD No. 1. (July, 1968).



OFFICE PLAN - KEY.

1. Board Room.
2. Mr. J.T. Marshall.
3. Mr. W. Nicholson.
4. Mr. H. Hogarth.
5. Mr. J.P. Agnew.
6. Mr. A.C. Hogarth.
7. Gentlemen's Washroom.
8. Emergency Stair (to lane)
9. Ladies' Washroom.
10. Director's Washroom.
11. Printing Room/Stationery Store.
12. General Office and Telex.
13 (A) The Occupant is superstitious!
Mr. H.A. Walkinshaw.
14. Project and Research Dept.
15. Purchasing Department.
16. Technical Department.
17. Mr. K. Ross.
18. Mr. D. Border.
19. Typists/Comptometer Operator.
20. Accounts Department.
21. Mr. K. McPherson.
22. Cash Department.
23. Gentlemen's Washroom.
24. Mr. W.M. Scott.
25. Operations Department.
26. Seastaff Training.
27. Emergency Stair (to lane)
28. Captain R.D. Love.
29. Captain P. Smith.
30. Marine and Agency Depts.
31. Interview Room.
32. Typists.
33. Mr. H.L. Brodie.
34. Gentlemen's Washroom.
35. Ladies' Washroom.
36. Lifts (2) to Princes Square.
37. Stairs to Princes Square.
38. Mr. T.S. Shearer.
39. Lyle-Gibson Insurance.
40. Chartering Dept. (part of)
41. Conference Room.
42. Chartering Dept. (part of)
43. Typists.
44. Mr. A.C.J. Smyth.
45. Miss A.W. Bell.
46. Miss E.M. Templeton.
47. Mr. A.A. McAlister.
48. P.A.B.X. Room.
49. Store-room.
50. Store-room.
51. Stair (to Buchanan Street)
52. Lift (1) (to Buchanan Street)
53. Computor Room.
54. Miss E. Simpson.
55. Analyst and Programmer.
56. Mr. D. Gray.
57. Ladies' Washroom.
58. Emergency Stair (to lane)
59. Store-room.
60. Store-room.
61. Class Room and Cinema.
62. Director's Washroom.
63. Store-room.
64. Store-room.
65. Lyle-Gibson Insurance.
66. Lyle-Gibson Insurance.
67. Lyle-Gibson Insurance.
68. Mr. M. Gibson.
69. Mr. J.P. Walkinshaw.

A.)
B.) Reception Areas.
C.)

The following article appeared in The Glasgow Herald on Saturday, 25th April, 1970 and, not only is it interesting in its own right, but it is topical as a further instance of the changing profile of the River Clyde.

END OF THE DOCK NAMED AFTER QUEEN VICTORIA by J.F. Riddell.

The ever-increasing size of the bulk carriers, tankers and container vessels in service today has meant a steady migration downstream to deeper water of the dock facilities on the Clyde.

One result of this migration is the rendering obsolete of much of the quay space in the old harbour at Glasgow. The closure this weekend of the Queen's Dock, perhaps the best known of all the Clyde's docks, comes exactly 100 years after approval was first given for its construction.

After the successful deepening of the River Clyde in the late eighteenth and early nineteenth centuries, shipping accommodation at Glasgow was for many years provided by the building-up of the river banks with quays and jetties. Such space eventually ran out, however, and in 1867 the first dock or tidal basin was opened at Kingston on the south bank of the river. But soon this, too, was filled and a second and larger dock was therefore planned.

As early as 1845 the Clyde Navigation Trust had purchased ground at Stobcross on the north bank of the Clyde for a possible dock but it was not until 1864, when the Edinburgh and Glasgow Railway Company received permission from Parliament to construct a branch line to the proposed dock for the shipping of coal, that interest in the site was again aroused.

As a result of the 1864 Act, protracted negotiations took place between the trust and the railway company, culminating in plans for a dock with a water area of 33 acres and a minimum depth of 20 feet.

Prepared jointly by J.F. Bateman, consulting engineer to the Clyde Navigation Trust, and James Deas, then divisional engineer of the North British Railway (and afterwards chief engineer of the trust for 31 years), the plans for the Stobcross Dock were given Parliamentary approval in June, 1870.

Before work on the actual dock could commence, the diversion of Point-house Road had to be undertaken, for the road at that time ran close to the bank of the Clyde from Finnieston Quay westwards to the A. and J. Inglis ship-yard at Point House on the Kelvin. This diversion was not completed until 1875, the road then running in its present position in line with Stobcross Street.

For speed, the dock construction work was divided into three separate contracts and these were awarded to Edinburgh, Glasgow and London builders respectively. Quay wall construction was based on the 'cylindrical system', pioneered on the Clyde, and after completion of the walls excavation of the water area was commenced.

Steam-powered diggers, floating dredgers and picks and shovels were used for this excavation work and by 1880 a total of almost two million cubic yards of sand and clay had been removed for dumping at sea.

Although not fully completed, the first contract was far enough advanced by 1887 to allow the westernmost part of the dock to be officially opened. On September 18th of that year a large audience assembled to watch Glasgow's Lord Provost Bain move a lever, causing the swing bridge across the dock entrance to open and so allow the Anchor Line steamer "Victoria" to enter. To loud cheering Provost Bain then announced that by special permission of Queen Victoria the new dock was to be called Queen's Dock.

Over the next three years the remainder of the dock was progressively opened as the contracts were completed, the final copestone being laid by

Lord Provost Collins at a ceremony on March, 20th, 1880. This copestone, inscribed with the names of the Trustees, contractors and engineers, can still be seen at the eastern extremity of the south basin of Queen's Dock. On Completion, fully equipped with goods sheds and hydraulic cranes, the dock at Stobcross cost almost £1,500,000.

Built primarily for the shipment of coal, Queen's Dock was also extensively used for general cargo and nearly every shipping line trading to Glasgow used it at some time. Regular traders in the early years were the sailing ships of Aitken Lilburn's Loch Line and the peculiar turret steamers of the Clan Line.

While many of the original users moved to Glasgow's other docks as they were opened, vessels engaged in the Iberian and Mediterranean trades continued to berth there right up to the time of the closure.

With the collapse of coal shipments from the Clyde, Queen's Dock became less and less busy and although reconstructed, its age and small depth were against it. Now it is to be closed and infilled as its site is required for the Clydeside Expressway. Soon motorists will speed over the berths from where ships once sailed to all parts of the globe.

Photograph : Bryan & Shear Ltd.

It will be remembered that TRIAD No. 7 (Winter 1969/1970 - Pages 26/29) featured the story of the s.s. "Ferret", at the end of which we expressed interest in what eventually became of the ship when under the ownership of The Adelaide Steamship Company, and in the Spring, 1970 TRIAD (No. 8 - Page 31) we gave a short account of her later life.

The Adelaide Steamship Company, Adelaide, have been kind enough to write to us at some length about the "Ferret", filling in certain details and making some corrections in the account of her abduction and at the same time providing us with an account of her loss which appeared in their Newsletter No. 47 dated 4th July, 1969, under the heading "The Last Hours of the "Ferret". This is reproduced below:

THE LAST HOURS OF THE "FERRET".

The history of the steamship "Ferret" in our last issue encouraged Mr. John Arnold, the Company's Superintendent Engineer, to produce the "Ferret's" Engine Room Register covering her dramatic last hours when she was wrecked on Reef Head, on the toe of Yorke Peninsula. Mr. Arnold's uncle, Mr. A. Carson, Chief Engineer, of the "Ferret", was the writer of the Register.

The ship was on Voyage No. 1715, bound from Port Adelaide to Port Victoria.

The Register reads:

"Sunday, 14th November, 1920.
Midnight. Calm and smooth sea. 2.53 Stand by. 3.3 Slow ahead. 3.14 Full ahead - dense fog. 5.25 Half speed ahead. 5.40 Full Speed astern and ship grounded. Working engines to orders to about 6.00. Ship rolling and straining heavily with heavy port list. About 6.30 port hole glass on port side of engine room stove in. Tried to cover hole with canvas from outside but as ship rolled the canvas was washed away, then tried to close it up with mats from inside and shore it up without success, owing to heavy rush of water through port. Then slackened back frame of port and worked in piece of tin in place of the glass and screwed frame hard up. This completely stopped rush of water. Mats were then placed over port hole and shored them off from bulkhead coaming in engine room with heavy jarrah shore. This was finished about 7.30 a.m. and there was then about 5 ft. of water on the port side of engine room and stokehold and plates of stokehold floor lifted and knocking about as ship rolled and impossible to do any firing also discharge pipe flange at condenser door cracked and water coming from same was forced to close down main discharge valve as engines were now straining heavily as ship rolled and steam on boiler about 30 lbs.

At about 8.00 a.m. I had all hands taken out of Engine Room as advised by Master and closed down main stop valve.

I examined Engine Room at noon and there was then about 8 or 9 feet of water. I left ship about 6.30 p.m. and before leaving examined Engine Room, and water appeared same as at noon.

All hands except Master, Chief Officer, Chief Steward and Chief Engineer were put ashore about noon.

Mr. Arnold has kindly placed this valuable historical relic in the Company's archives.

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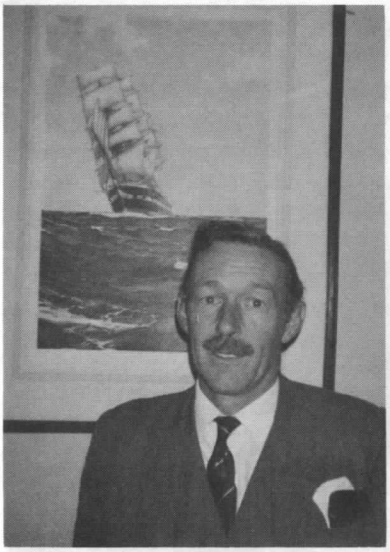
"It is easier to stifle talent and industry than to call them to life again".

Tacitus.



Mr. Herbert L. Brodie.

Born in Edinburgh, Bert Brodie lived for a time as a child in South Africa but returned to Edinburgh to school and later attended school in Glasgow.

He joined H. Hogarth & Sons in 1936, working in the Stores Department under the late Ian Donald. After joining the Territorial Army in 1938, he went for what was intended to be a fortnight's training in August, 1939 but the fortnight stretched to nearly six years because of the outbreak of war in September, 1939.

In 1941 Bert transferred to the Royal Air Force and after flying training at Pensacola, Florida, flew a Catalina flying-boat back to the United Kingdom where he joined Coastal Command. This took him to the Middle East and the flying of Wellington torpedo-bombers for a spell, after which he came back to the U.K. and changed to Short Sunderlands. Then followed a spell, in fact for most of the remainder of the war, in West Africa.

Demobilisation in 1946 was followed by a return to H. Hogarth & Sons when he joined the Agency and Berth Service Department under Mr. James Pollok. He worked with Mr. Pollok until the latter's retirement in December, 1966, after which he took charge of the Department. He is a founder member of Scottish Ship Management Ltd. and is Manager of the Agency and Berth Department.

For many years Bert played rugby for Hillhead High School F.P's. First XV and was a reserve for the Glasgow Side against Edinburgh in the Inter-City Match. His chief hobby is golf, with a handicap of five, and he is an able exponent of 'do-it-yourself' activities.

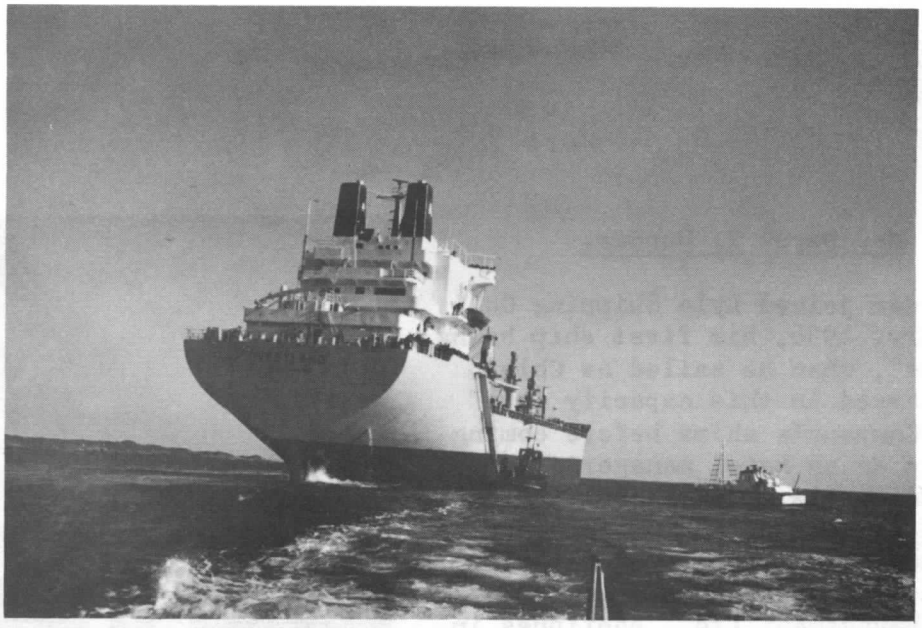
Mr. Derek T. Border.

Derek Border joined Lyle Shipping Co. Ltd. in February, 1956, his first ship being s.s."Cape Verde", when he sailed as Chief Steward. He served in this capacity in a number of the Company's ships before coming ashore to train as an hotel manager with Scottish and Newcastle Brewers, but the call of the sea was too strong and he returned to Lyle's. In 1964 he was appointed Catering Superintendent and, as a founder member of Scottish Ship Management Ltd., continues in that position today.

Born a 'Geordie' in 1928, he has now settled happily, with his wife and two daughters, in Lenzie where he has learned to enjoy gardening. His hobbies are ten-pin bowling and cooking, as well as a yearly pilgrimage to Hampden Park or Wembley Stadium to support what is locally known as the 'Auld Enemy'!

m.v."CAPE HORN"
(HG.38)

Photograph of a model of this ship on display at Hanover Trade Fair in April, 1970. Note the twin funnels and the vast, power-operated hatch covers.



m.v."VESTLAND"

Owned by Mr. Richard Amlie, Haugesund. She is the first of this class of ship, the next eight of which ("Cape Horn" being one of them) will be for the Scottish Ship Management Group.

CATCH ME IF YOU CAN

1) What is the opposite of not-in?

2) What three letters, apart from joy, mean great happiness?

3) Name a common, four-letter English word ending 'eny'.

4) What is the next letter in order of sequence after S M T W T F ?

5) If an electric train is travelling from north to south, in which direction is the smoke going?

6) What can go up a chimney down but not down a chimney up?

7) Suppose you are the captain of a ship with three red funnels which leaves Southampton on 1st September. After combatting a Force-9 gale which destroys one funnel, the ship docks in New York on 7th September. What is the name of the captain?

8) How much earth can you dig from a hole measuring four feet by six feet by ten feet?

9) What is the name for raised printing for deaf and dumb people?

10) A policeman directing traffic in a thick fog has his helmet blown off by a gust of wind. Does he dash after the helmet or disregard dress regulations and carry on directing traffic?

A.S.D.

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Q U I Z .

1) What flower that grows from a bulb is named after the legendary Greek youth who fell in love with his own reflection?

2) What was the relationship between King Charles II and King James II of Great Britain?

3) What was the last British possession in France?

4) What is the last Book in the Bible?

5) Who was the first man to split the atom?

6) Who was the first man to run a mile in under four minutes?

7) Marie Grasholtz modelled victims of the French Revolution and then set up a museum in London. By what name is she better known?

8) The author of 'Three men in a boat' was a Staffordshire man. Who was he?

9) What is the difference between antler and anther?

10) A quadruped is a four-footed animal. What is a palmiped?

(Answers on Page 30)

We are indebted to Lloyd's Register of Shipping for their permission to reproduce this article about "Cutty Sark" in TRIAD.

CENTENARY OF THE CUTTY SARK.

It was Robert Burns who, in his poem Tam O'Shanter, provided the name for one of the world's most famous clipper ships, "Cutty Sark". In his poem Burns describes how Tam, returning home on his horse after an evening's heavy drinking, sees witches and warlocks dancing in a churchyard. Among them Tam sees the beautiful young witch, Nannie, wearing what would today be called a mini-slip, and describes it as:-

Her cutty sark, o' Paisley harn
That while a lassie she had worn,
In longitude tho' sorely scanty
It was her best, and she was vauntie.

When the witches saw Tam they gave a chase. Witches, as legend has it, cannot cross running water. So, as Tam, riding his grey mare, reached a running brook Nannie stretched out and grasped the mare's tail. Thus Nannie, with arm outstretched, became the figurehead which adorned the underside of the "Cutty Sark's" bowsprit.

"Cutty Sark" in her berth at Greenwich
Photo: The Cutty Sark Society.

The "Cutty Sark", now on permanent display at Greenwich, is a splendid example of the composite-built sailing ship - a tall, beautifully rigged clipper with 32,000 square feet of canvas which enabled her to log 17 knots when 'cracking it on' with a fair breeze.

Yet she was, if not an unlucky ship, certainly an unfortunate one in some respects. Built for the China tea trade and designed to work the trade winds and round the Cape of Good Hope, she was rendered obsolescent for her destined calling even before she was launched on 22nd November, 1869. The Suez Canal was opened a few days earlier and this event provided the new-fangled steamships with a much shorter route to the Far East so that by 1877 almost the whole of the China tea trade was carried by steamships.

On a voyage in 1880 the death of a seaman at the hands of the Chief Mate led to the latter's appearance at the Central Criminal Court on a charge of murder and to the suicide of the "Cutty Sark's" Master, Captain J. S. Wallace.

Nevertheless, the "Cutty Sark" is unique among the great tea clippers in having survived into modern times. She is a relic of an era of great competition for a specialised cargo which led to considerable risks being taken commercially by owners and at sea by tough, hard-driving Captains.

In the heyday of the clippers the annual race from China with the first teas of the season was a sporting event for anyone connected with shipping and huge sums were wagered on favourite ships. Apart from the top prices obtained for the cargo, the winning owner stood to collect a small fortune in stake money, while his Skipper consolidated his professional reputation for all time. Captain John Willis, a Scottish shipowner with offices in Leadenhall Street and a member of Lloyd's Register Committee, never had any luck with his ships in the race from China and was determined to build a clipper which would outclass even the "Thermopylae" which in 1868 made a record-breaking maiden voyage to Melbourne.

The man Willis chose as his designer, Hercules Linton who, with William Scott-Moncrief, a civil engineer, had set up in business as Scott and Linton, building ships at Dumbarton, and soon established a reputation for turning out fast and beautiful vessels. Willis calculated that the young partnership might be prepared to quote him favourable price for the chance to show what they could do with a large ship. He was right in this and the agreed price of £16,150 for the "Cutty Sark" proved to be the undoing of the small firm. They ran out of ready cash before she was completed and called in Denny Brothers to finish her. The partners never recovered from this setback and went into voluntary liquidation in 1870.

The "Cutty Sark" performed best under a strong breeze and with a real 'driver' as Captain. Her maiden voyage to Shanghai was plagued by lack of suitable winds and her Captain, George Moodie, was not the one to get the best out of her. Passing the Downs on 15th February, 1870 it was not until the 1st March that Moodie was able to set his skysail and royal staysails on picking up the first of the north-east trades.

After lying becalmed on the line he eventually picked up the south-east trades but soon ran into flat calm. Moodie wrote in his log, 'Calm! Calm! Calm! Sea like a mirror'. She reached Shanghai 104 days out on the 31st May and after unloading started taking on new teas at £3. 10. 0d., per 50 cubic feet.

She was the first tea clipper away from Shanghai in 1870. It was the best passage from Shanghai made that year and although Captain Moodie and John Willis were disappointed with the actual time of 110 days they were satisfied that they had a vessel which could beat the "Thermopylae" or any other ship in the China trade.

It was not until 1872 that the "Cutty Sark" was able to match her speed against the "Thermopylae". The two ships loaded together at Shanghai and sailed from Woosung on the same day, 18th June. Sailing south down the China coast, round the north coast of Borneo and through the Sunda Strait between Java and Sumatra the two ships kept fairly close and the "Cutty Sark" made several sightings of the "Thermopylae". But once out into the Indian Ocean the "Cutty Sark" picked up the strong trade winds and forged ahead. By the 7th August she was off South Africa and 400 miles ahead of the "Thermopylae". Here her luck deserted her. On the 13th and 14th Moodie encountered a tremendous sea with the wind from the west which developed into a hard gale with howling squalls. On the following day a heavy sea broke under the stern and tore the rudder from the eye bolts. Captain Moodie tried a spar over the stern but was unable to steer the ship with it. The owner's brother, Robert Willis, who was on board pressed Moodie to make for the nearest South African port but Moodie declared for a jury rudder. A spare 70 foot spar was cut into three parts and fitted. This took a week and while the "Cutty Sark" was hove to the "Thermopylae" made the most of the prevailing strong winds and passed round the Cape.

Nevertheless, the "Cutty Sark" made the Thames by 18th October in 54 days from the Cape, an extremely good performance with her jury rudder, and this brought her time from Shanghai to 122 days. In the arguments which

ensued the Captain of the"Thermopylae" insisted he was ahead at the time the "Cutty Sark's" rudder was lost but on being challenged he refused to yield his logbook for inspection and it was generally conceded that the "Cutty Sark" would have beaten the "Thermopylae" but for the mishap.

The "Cutty Sark" continued in the China trade, though in 1875 her creditable 108-day passage from Shanghai lost some of its lustre alongside the 42 days taken by the steamship "Glenartney" via the Suez Canal. By 1877 the clippers could no longer operate profitable in the once lucrative tea trade.

It was in 1877 that the "Cutty Sark" nearly came to grief in the great November gale of that year. She left London for Sydney on 3rd November and encountered a strong south-west wind, thick rain and a falling barometer in the Channel. In company with many sail and steamships she ran back to the Downs and sheltered there. As hurricane-strength winds developed, cables parted and many of the sixty ships at anchor started to drift. At night blue lights, flares and rockets were to be seen in every direction and a large steamship was on the Shingles firing guns and burning distress flares. Five ships went ashore in Pegwell Bay, a large barque sank off Broadstairs and another was stranded on the Goodwins. Margate was full of dismasted coasters. Amid the turmoil the "Cutty Sark's" cable parted. She fouled a brig on her port bow and then hit another vessel with her starboard side. Tugs eventually took her in tow and got her to East India Dock where Lloyd's Register surveyor, J. W. Scullard, carried out a damage survey. Extensive repairs were carried out and a diver went down to look below the waterline. 'Sir', he reported in writing, 'I have examined the bottom of the ship "Cutty Sark" and all that I could find the matter with her, there was a few sheets of copper off amidships on the port side of the bilge which I have replaced and now that the ship is all right. - R. Arnold, Diver'.

The "Cutty Sark" won her greatest fame as an Australian wool clipper under Captain Richard Woodget in the 1880's. Taking over command in 1885, Woodget took the "Cutty Sark" from East India Dock to Port Jackson in 77 days. On his return trip from Sydney to the Channel he took 67 days, beating his rival "Thermopylae" by twelve days. The "Cutty Sark" had proved her right to be considered the fastest ship in the wool trade which in the eighties meant the fastest sailing ship in the world.

In 1895 the twenty-six year old ship docked at London with a record cargo of 5,304 bales of Australian wool putting her two inches below the plimsoll line. She was then sold to J. A. Ferriera & Company, a Portuguese firm, and her name changed to "Ferriera". Hew new Master was Sebastes dos Santos Pereira. As the "Ferriera", and later as the "Maria de Amparo", the "Cutty Sark" sailed the world for another twenty-five eventful years. Finally, the late Captain Wilfred Downman bought her from the Portuguese in 1922 and had her towed to Falmouth where she was used as a full-rigged training ship.

In 1954 she came to her present resting place at Greenwich. Though she ended her commercial career under the Portuguese flag, her crew always referred to her as 'La Pequena Camisola' - the little chemise.

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As a fitting corollary to the foregoing article, we now give an account of the "Cutty Sark's" very last voyage which appeared in 'Sea Breezes' years ago, having been written by Philip Kershaw.

LAST PASSAGE OF THE "CUTTY SARK".

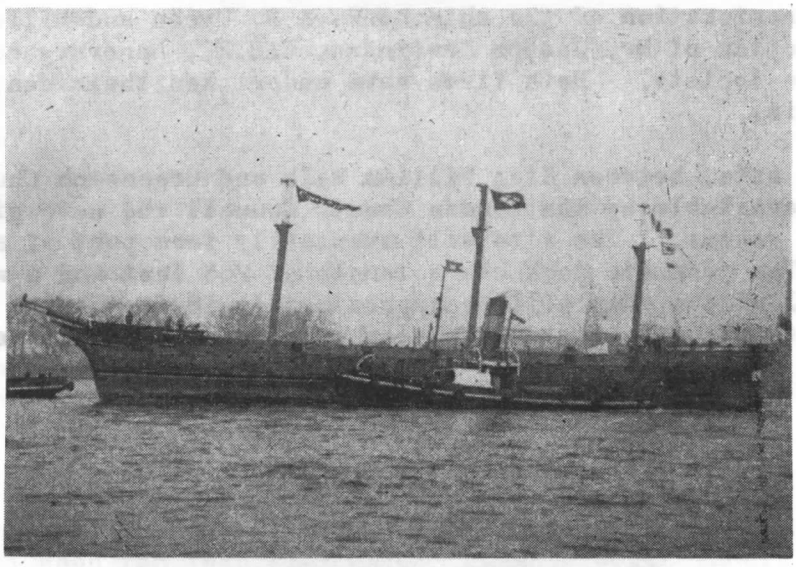
At 12.45 p.m. on December 10th (1954) the "Cutty Sark" completed her final passage and berthed in the new permanent drydock at Greenwich - an historic occasion, and almost certainly the last time a clipper ship will be seen under way - if only in tow - in this country.

She had been lying in the East India Import Dock since February 18th (1954) and while there her upper masts, yards, deckhouses and some 250 tons

of sand ballast were removed to enable her to pass over the sill of the drydock. Elaborate calculations were necessary to decide the depth to which the dock must be excavated to ensure that, given a reasonably high tide, the ship could enter with just sufficient water under her keel.

It had been intended to berth her in October but as the strike of London shipyard workers was not then settled, this attempt and another in mid-November had to be abandoned. The final decision for the move was taken early on December 10th after tidal forecasts had been received. The gales of earlier in the week had moderated rapidly and the weather on the day was good, with a light breeze and occasional sun. At low water, 8 a.m., the temporary gate of the drydock was opened and it filled with the flood tide.

For the passage from East India Dock the "Cutty Sark" was towed by the tugs "Gondia" (Captain C. Pratt) and "Java" (Captain F. L. Smith); also in attendance was the "Kenia" (Captain W. H. Simmons). All three were made freely available by the owners, William Watkins Ltd. The "Java", 128 gross tons, was built at Selby in 1905. The "Gondia" and "Kenia", 200 gross tons, were built at Selby in 1927.



Arriving off the Royal Naval College, Greenwich, the "Cutty Sark" wears a blue burgee, bearing her name, at the foremast; at the main her original houseflag (John Willis) and her inter-national code number, JKWS, at the mizzen.

'Honorary Pilot' for the occasion was Mr. Tom How of Ditchling, Sussex, who has been in the pilot service for thirty years and was responsible for pilotage during recent moves of H.M.S. "President", R.R.S. "Discovery" and the "Wellington". Among the 'crew' on board the "Cutty Sark" were Mr. Frank G. G. Carr, Chairman of the Technical Committee of the Preservation Society, responsible for much of the preliminary planning, and Captain C. E. Irving, C.B., R.D., R.N.R., who first joined the ship in 1885 when he was thirteen as an apprentice under Captain Richard Woodget. Before he was seventeen Captain Irving had made three world voyages in the "Cutty Sark".

The 'last passage' started at 10.15 a.m. when the clipper was towed from her berth in the East India Dock, through the basin and locked out into the Thames opposite Blackwall Point. In the river the "Gondia" towed ahead and the "Java" alongside on the port side. During the short passage the ship and tugs crossed the Meridian four times.

Before noon the "Cutty Sark" was in position in the specially excavated channel leading to the drydock at Greenwich. Berthing was carried out exactly as planned and apart from a slight bump as her rudder touched the wall at the dock entrance the clipper moved into position smoothly. The shore lines were made fast and the tugs cast off. The ship was then hauled into berth stern first by a stern rope passed through a block at the

inshore end of the dock and thence to a crane. Forty-five minutes after she arrived off the entrance she reached her final position over the keel block and was greeted by three cheers from a contingent of officers from the Royal Naval College.

Timber shores were rigged and as the tide ebbed the ship settled on to the keel block. The temporary gate was then placed in position at the entrance to prevent flooding on the next tide and the water remaining in the dock was pumped out. The whole difficult operation was carried out quietly and efficiently and was in itself a fine display of seamanship and organisation.

Paintings of the last passage and berthing are being undertaken by Mr. Norman Wilkinson, R.I., for the Society and by Mr. Leslie Wilcox for the Trustees of the National Maritime Museum. Work has already begun on the completion of the drydock. Part of Garden Stairs and Greenwich Pier which had to be removed for the docking will be reconstructed. Refitting and rerigging is also beginning and is expected to take about a year to complete. Constructional work on the dock and site is by Sir Robert MacAlpine & Sons, Ltd., and the restoration of the ship by R. & H. Green and Silley Weir, Ltd., under the direction of Mr. Joseph Rawlinson, C.B.E., honorary consulting engineer to the Society. Both firms have undertaken their contracts on a non-profit basis.

The dock site, between King William Walk and Greenwich Church Street, has been made available by the London County Council who have given full support to the scheme. The site will eventually form part of a riverside open space. The concrete dock has a length of 265 feet and a width of 60 feet; the keel of the ship will be approximately 18 feet below ground level. To enable visitors to see the under-water lines of the ship, viewing plat--forms will be built about 14 feet below the surface level.

Port bow view of the old clipper in her final mooring position.

The "Cutty Sark" Preservation Society was registered in October, 1952 and the ship was formally handed over to the Society on May 28th, 1953 when she was received by the Patron, H.R.H. The Duke of Edinburgh, who laid a commemorative stone at the head of the dock on June 3rd, 1954. The Chairman of the Society is Mr. Henry Barraclough.

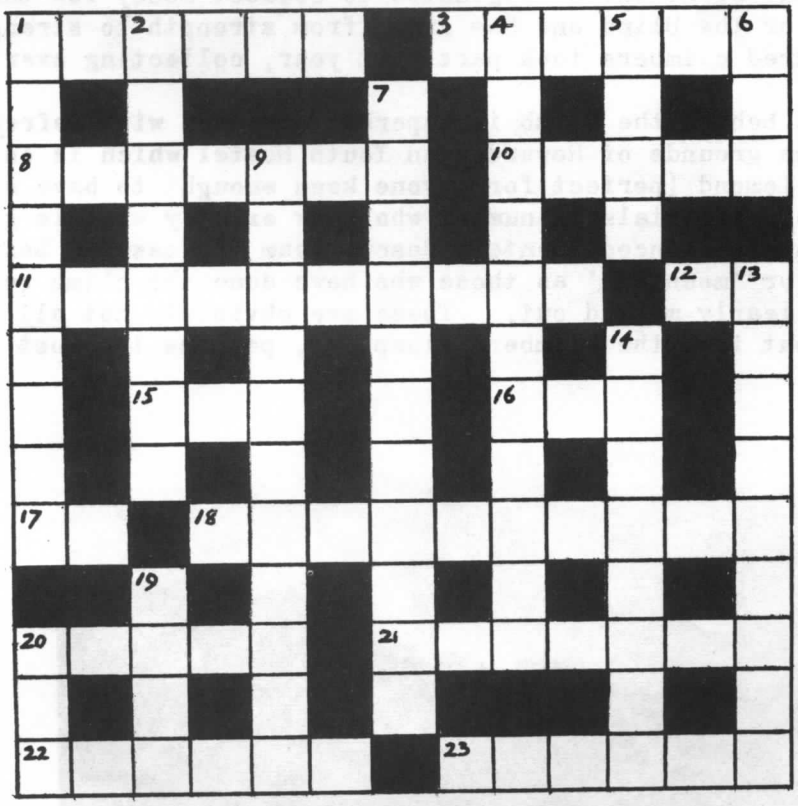
It is intended by the Society that the "Cutty Sark" shall be a 'live ship' and she will be used for educational and other purposes as well as a memorial to Merchant Navy ships and men of the past. "Cutty Sark" bursaries have been established and an educational committee has been set up under the chairmanship of Captain W. H. Coombs. The funds of the Society now total just over £200,000.

CROSSWORD

(Solution on Page 30)

Across

1. Tempting fruit. (6)
3. The odds are more than 3 to 1 on this chance. (6)
8. Woven fabric. (6)
10. Put in circulation. (5)
11. Cromwell was one of these. (10)
12. Exclamation! (2)
15. To do this is human. (3)
16. 0^2 = one cube. (3)
17. Curt refusal. (2)
18. All youngsters want them. (4, 6)
20. Wooden-headed club. (5)
21. Describes a person who died with a will. (7)
22. Wanderers. (6)
23. China inherited when the estate was broken up. (6)



Down

1. P.M. could indicate this. (9)
2. Grazing lands. (8)
4. Circles of names, fat birds maybe! (5, 6)
5. Town in Somerset - should the waters be taken here? (4)
6. The perfect listening-aid. (3)
7. Valuation of income or property. (11)
9. Shorthanded. (11)
13. Nearly exhausted. (4, 5)
14. Where to look before crossing. (4, 4)
19. Pattern. (4)
20. It's a boy! (3)

J.T.M.

The following few words from Andrew Nicholson are 'required reading' for all under the age of eighty who just know that they are in first-class physical shape and would regard a gentle saunter up Ben Lomond in much the same light as they would a stroll around the boat-deck!

So, how about a sizeable contingent of those on leave during early Sept--ember turning up to aid the Blind?

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BEN LOMOND CLIMB.

Some of you will no doubt recall that during September last year I pestered you to sponsor me in the Ben Lomond Climb - perhaps some luckier than others in that they did not see me during the month and others not so lucky. Quite frankly, the response was very good from everyone I mentioned it to and I'm sure it will be as good this year - if not better.

I didn't really have much time to explain the situation since I did the climb and then asked people to sponsor me which is not exactly the proper way of doing it and is the very reason for this article. The Ben Lomond Sponsored Climb is (now) an annual event which originated to collect money for the Royal Commonwealth Society for the Blind and has grown from strength to strength each year. Over four hundred climbers took part last year, collecting over £2,000.

The organisation behind the Climb is superb: marquees with refreshments for the climbers in the grounds of Rowardennan Youth Hostel which is on the Bonnie, Banks of Loch Lomond (perfect for anyone keen enough to have a swim after the climb!); officials in number who know exactly what is going on; first aid posts and an experienced Mountain Rescue Team (in case of bad weather) up the hill (or 'mountain' as those who have done the climb refer to it!); and the route clearly marked out. These are obviously not all the assets of the organisation, but from the climbers viewpoint, perhaps the most important.

Base Camp - Rowardennan Youth Hostel.

The Climb in progress

Photograph by courtesy of W.D. & H.O. Wills Ltd.

Participants are strongly urged to join the Climb in one of four categories: teams of five men over seventeen years old: teams of five ladies over seventeen years old; adult/children teams (two adults over twenty-one and three children); and teams of two men and two ladies over seventeen years of age.

The Climb is not necessarily a race - the very fact that an individual takes part is commendable enough in that he (or she) is collecting money for the Blind but times are very carefully taken and recorded and prizes given to the fastest individual and team times. (We came sixth in the team position last year but I have to point out that for team times the best four out of the five times count and I was the slowest in the team!).

I enjoyed it thoroughly last year (although, perhaps, more so after I had finished than when I was actually doing it) and that's why I'll be doing it again. So, I give all fair warning - I'll be looking for sponsors nearer the time, or perhaps we'll meet at the top of Ben Lomond on Sunday, 6th September.

Andrew Nicholson.

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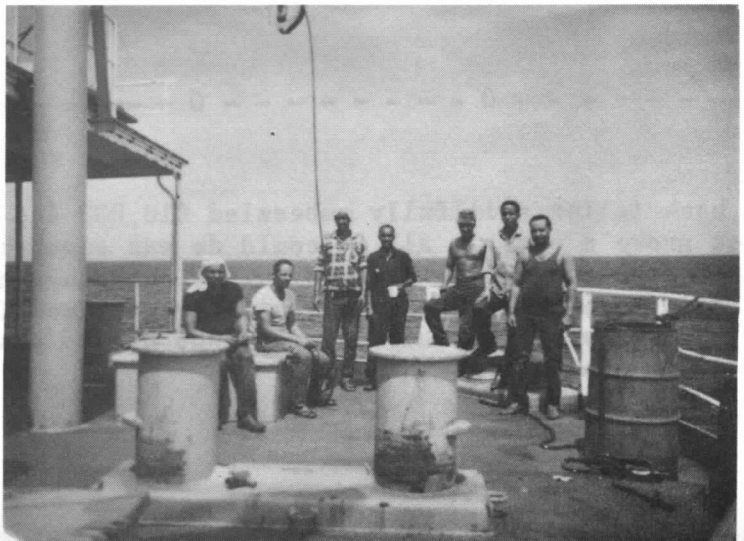
A bank teller skillfully embezzled £10,000 and did it so neatly that the bank could not prove a case. All it could do was summarily dismiss him. The next day the teller applied for his old job. The personnel manager was floored at his gall. But the embezzler pointed out, "My wife and I have everything - a house, clothes, a new car. Why hire someone who has to start from scratch and so might be tempted to steal?"

The arrival of "Baron Forbes" at Liverpool on 30th May meant the completion of an extensive trip on board her made by Archie McNair, well-known to many of TRIAD's readers.

A few of the many photographs taken by him during the voyage are printed here.

Archie McNair and John Russell preparing for any eventuality! John Russell's father, Mr. K. Russell, is General Manager and a Director of Adelaide Steamship Co. Ltd.

Airing lifeboat sails - mid-Pacific, 31/3/70
left to right
Capt. G. Downie
3/0 L.J. Gilhooly
John Russell



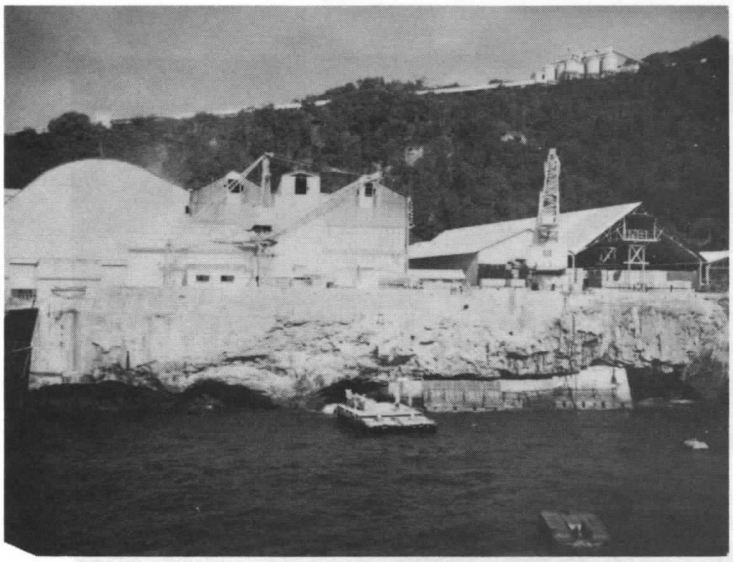
Deck Crew - 5/2/70.

Off Crooked Island,
Northern Bahamas,
22/12/69.

11/1/70 - "Vessel rolling, pitching and shipping water in rough bow sea. Heavy swell, cloudy, fine clear. Wind WNW 6 Temperature 76°".

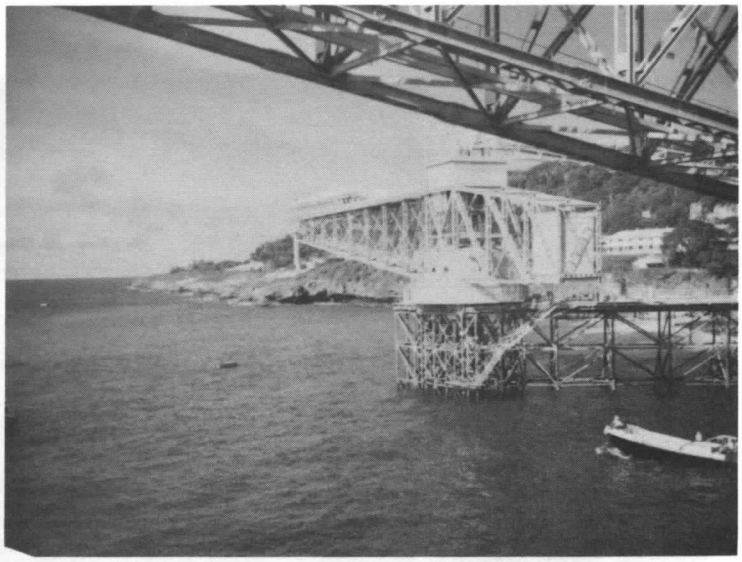
Off Bantry Bay, S.W. Ireland,
29/5/70.

Kamaishi, Honshu
27/1/70.



Christmas Island, Indian
Ocean - 10/2/70.

Phosphate Loading Cantilevers,
Christmas Island.



Passing Bali, 7/2/70.
Agung or Bali Peak,
10,184 feet.

The most southerly point
of Australia - Skull
Rock, off Wilson
Promontory

m.v."Temple Arch" leaving
Port Pirie, 8/3/70.

CATCH ME IF YOU CAN : ANSWERS.

1) In.

2) X. T. C.

3) Deny.

4) S. They are the first letter of each day of the week.

5) An electric train does not produce smoke!

6) An umbrella.

7) What's your name?

8) You won't get much earth out of an empty hole!

9) No such thing exists, or is necessary, for the deaf and dumb.

10) If there was a wind blowing, there would not be a thick fog.

QUIZ ANSWERS.

1) Narcissus. He was the son of the river god Cephisus. The nymph Echo pined away and died because of his neglect. As a punishment, the gods made him fall in love with his own reflection in a pool of clear water. At last he died and was changed into the flower narcissus. Other versions include Ovid - saying he died of unrequited love and was changed into the flower called poet's narcissus. Another version says the flower sprang from the blood when he killed himself. It is possible that the legend is connected with the ancient superstition that it was unlucky to see one's own reflection.

2) They were brothers. Charles II reigned between 1660-85, James II between 1685-89.

3) Calais. Lost by Queen Mary who was supposed to have said 'When I die you will find Calais written on my heart'.

4) Revelations.

5) Ernest Rutherford, of New Zealand.

6) Dr. Roger Bannister.

7) Madame Tussaud. She was a Swiss modeller in wax born in 1760. In 1794 she married Francois Tussaud. Her collection was brought to England and after a successful show at the Lyceum Theatre, she toured the country with it. The Exhibition was established in Baker Street, London, in 1833.

8) Jerome K. Jerome. Born in Walsall in 1859, his middle name was Klapka.

9) Antlers are, of course, the horn-like protuberances that deer have on their heads. Anthers are the end portions of the stamens (that contain the pollen) in a flower.

10) The palmiped is a web-footed bird.

CROSSWORD SOLUTION.

Across.

1. Apples.
3. Treble.
8. Tissues.
10. Utter.
11. Roundheads.
12. Oh!
15. Err.
16. Oxo.
17. No!
18. Late nights.
20. Spoon.
21. Testate.
22. Nomads.
23. Teaset.

Down.

1. Afternoon.
2. Pastures.
4. Roundrobins.
5. Bath.
6. Ear.
7. Assessments.
9. Undermanned.
13. Half spent.
14. Both ways.
19. Norm.
20. Son.

THE CHANGING PATTERN OF EDUCATION AND TRAINING (2).

In the last issue I described in some detail the routes available to a Navigating Cadet progressing towards a Second Mate's Certificate and at the same time obtaining a pass in the Ordinary National Diploma or Ordinary National Certificate in Nautical Science. This article will deal with the proposed structure for the courses which he will take thereafter, leading to his Master's Certificate and the Higher National Diploma in Nautical Science.

Stage 1 Officer Course.

After serving about one year at sea as a Junior Navigating Officer, he would return to a nautical college for a period of two terms (twenty-eight weeks) at the end of which he would take the Board of Trade First Mate's Certificate of Competency. During this time his syllabus would adequately cover the subjects required in the Board of Trade examinations, but many of them would be taken to a higher level in preparation for the second stage.

Stage 2 Officer Course.

For entry to the second stage, the qualification would be the successful completion of the first stage course plus a First Mate's Certificate of Competency. The officer would then be required to serve additional sea-time (about twelve months) and two further terms (twenty-eight weeks) at a nautical college. At the end of this stage the subjects would have been taken to a level which should approximate to the Higher National Diploma and, as with the Second Mate's Certificate of Competency, suitable arrangements might be made with the Board of Trade to conduct one examination which would result in the award of the Higher National Diploma and complete exemption from the Master's Certificate.

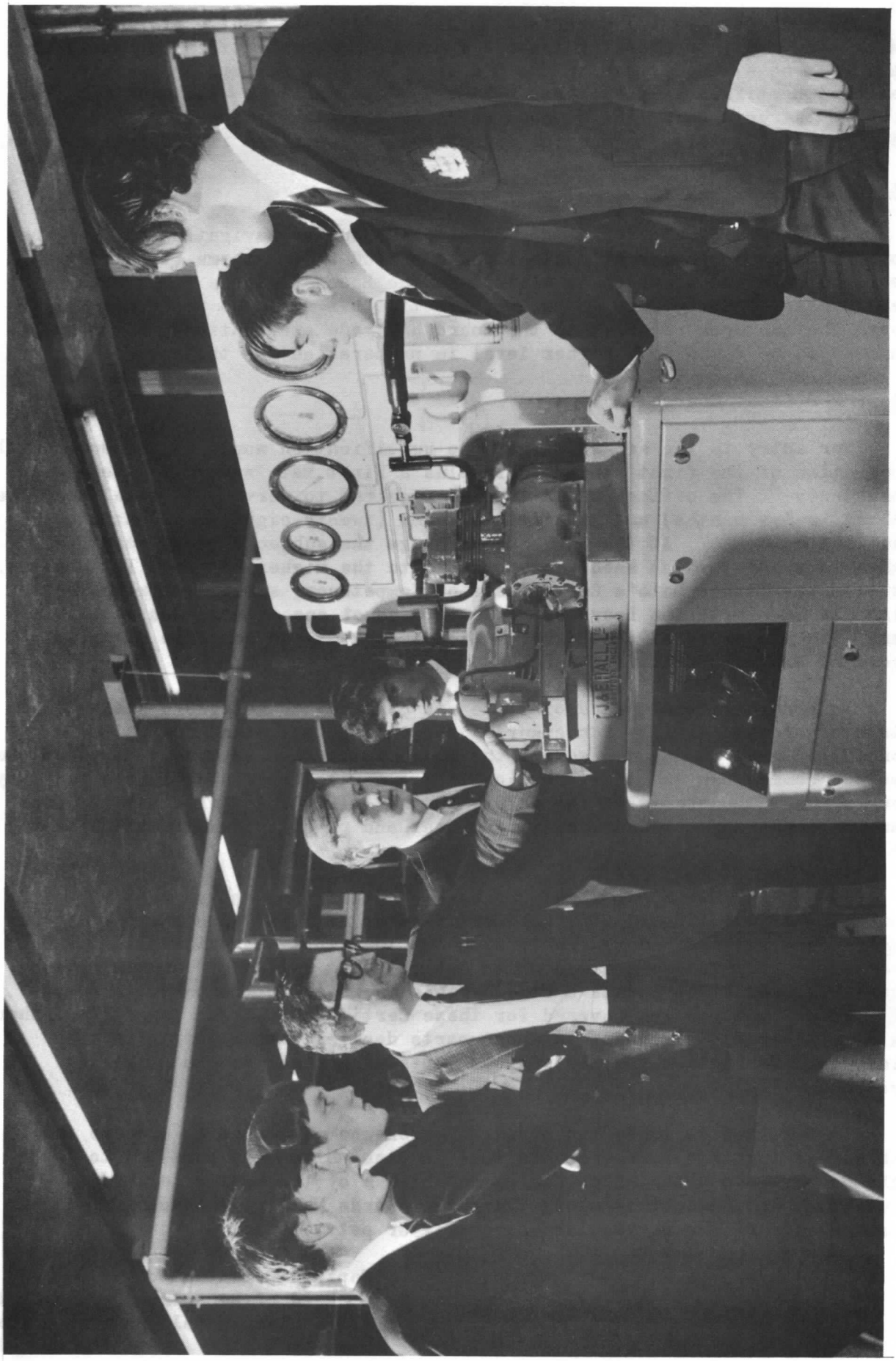
In order that the Board of Trade may continue to safeguard its statutory responsibility for ensuring adequate safety standards, it is considered that in any new scheme the Board shall have representatives on the various committees and that they shall have control over questions which they consider are important from the safety angle. They would also set the pass mark in some subjects and conduct the oral and practical examinations at the colleges.

At the same time, it should be borne in mind that the present route towards the normal Board of Trade Certificates as First Mate and Master will remain open for some considerable time but that these Certificates will be awarded for examinations based on an entirely new syllabus, commencing in late 1971, which represents a considerable increase in the amount and type of work presently being covered for these Certificates. In particular, there is a considerable extension in those parts dealing with Electronics and Electronic Navigation and the various types of Control and Data-logging systems.

In addition to these two schemes, reference must also be made to the scheme leading to a B.Sc., in Nautical Studies which runs parallel to the schemes outlined above which can be undertaken by the better qualified student at various points along the path towards Master, depending upon the requirements of the particular university or polytechnic.

Captain D. Watkinson,
Head of Department of Navigation,
Glasgow College of Nautical
Studies.

The photograph overleaf is printed by permission of B.P. Tanker Company and was taken by Ralston. It shows a group of students receiving instruction in the Heat Engines Laboratory.


JAEHALLE

SOCCER MATCH

Sunday, May 10

Kick-off 3 p.m.

Savoy v Cape York

Followed by Dance, Savoy Hall, 8 to 11.30

Featuring THE CAPRIS

Ladies A. Basket please

Admission at Hall

SAVOY TO PLAY SHIP'S CREW

Although Savoy have a bye in the Association Cup first round on Sunday they will not be idle as they play a match against a team from the m.v. "Cape York".

The match has been arranged between Savoy president, Mr. B. Russell, and the third engineer of the ship, who are close friends.

The match will kick-off at the Savoy ground at 3 p.m. on Sunday.

This will be ideal for Savoy as it will not have the players idle.

The green and whites should be too experienced for the "Cape York" boys, but nevertheless it will be a good day's entertainment.

The ship's team say they can beat Savoy, but this remains to be seen.

Savoy in their present form, although missing easy goals, are playing well and on Sunday they should be too fit for the visitors who are at a disadvantage.

After the game Savoy will entertain the visitors at the club--rooms, and top if off with a dance at night.

So in all the boys of the "Cape York" should have an enjoyable weekend.

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So ran the announcements appearing in the Port Pirie Recorder of 8th May, 1970. However, events did not turn out quite that way as the following letter from K.N.D. explains.

The Editor,
TRIAD.

m.v. "Cape Sable".

The crew of m.v. "Cape York" will be interested to know that on Sunday, May 10th, they were due to play the Port Pirie team 'Savoy'. However, at this time they were somewhere between Japan and Ocean Island. "Cape Sable", which just happened to be in Pirie at the time, substituted.

We fielded a team with a fairly international flavour:

A.M. Hassan	Bosun	Somalia
J.A. Roberts	Ch. Officer	Wales
N. Crane	Cat. Boy	England
W. Thomson	Cook	Scotland
W. (the body) Adamson	2nd Engineer	Scotland
J. Walkden	3rd Engineer	Scotland
J. Durie	4th Engineer	Scotland
N. Rowan	Jnr. Engineer	Scotland
D. Johnson	Cadet	Scotland
A. Logan	Cadet	Scotland
R. Mullen	3rd Officer	Isle of Arran

This was not our strongest team as two of our more athletic members were indisposed. I refer, of course, to Mr. J.P.D. Smith, R.O.B. and Bar, Catering Officer and Mr. M. Cairney, Radio Officer. Nevertheless, Mr. Smith kindly offered his assistance and advice as 'Trainer' and Mr. Cairney said he would organise a silver collection among the spectators.

'Savoy' had not been beaten in their previous twenty-two matches so it was decided that we would play a defensive game. A four-one-four-two formation was favoured but, as we had only one goalkeeper's jersey, this idea had to be abandoned. Strict training was observed from 11.45 that morning and at a few minutes before 1500 hours, when they took to the field in their gold and black strip, they looked a very capable side. It was with some alarm that we noticed after a few minutes 'kick-about' several players appeared to be on the verge of exhaustion!

'Savoy' played in green and white and looked as though they lived on vitamin tablets I strongly suspect that it is a nursery team for 'Inter Milan'.

WE WON THE TOSS!!!! Unfortunately though, it was a beautiful day and the heat soon began to take its toll. A slight misunderstanding on the part of "Cape Sable's" eleven men enabled 'Savoy' to score after only five minutes play. They then proceeded to do this at regular intervals and by half-time we were 5 - 0 down and two men off with heat exhaustion. Mr. Smith worked feverishly during the interval by offering cigarettes and advice to the team - he could do little else as he'd forgotten the lemons. The second half became rather confused as we had borrowed some of their players and our Mr. Durie went into goal for 'Savoy', distinguishing himself by bringing off some remarkable saves. The final score - 11 - 1 - doesn't really reflect the keenness of the game which was thoroughly enjoyed by the large crowd. Our thanks to the 'Savoy' team officials for the refresh--ments and entertainment after the match.

There is no doubt that lack of training was responsible for our defeat. Yes, it is easy to make excuses and be wise after the event, but had we known about this match when the vessel was in Port Lincoln, the usual evening stroll to the Boston Hotel could have been taken at the 'double'.

K.N.D.

P.S. We do have a good Darts Team!

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m.v."Baron Cawdor" arriving Amsterdam
26th March, 1970.
(Note funnel) Photograph taken by
J. van Leeuwen, Muiden.

AS AT 7/7/70.

m.v."BARON CAWDOR"

Master	A.M. Fraser
Chief Officer	J. Peterson
2nd Officer	T. Walker
3rd Officer	A. Kemp
Radio Officer	J. Thompson
Cadet	P.J. Ritchey
Cadet	M.J. Barrington
Chief Steward	M. Mitchell
Chief Cook	J. Drury
2nd Cook/Baker	A. Paterson
Chief Engineer	W.J.M. Jack
2nd Engineer	A.B. Miller
3rd Engineer	R. Kennedy
3rd Engineer	R. Whally
4th Engineer	B. Seale
Junior Engineer	B. Hilland
Electrician	B.W. Martin
2nd Steward	C.J. MacLeod

m.v."CAPE CLEAR"

Master	J.R.L. Cain
Chief Officer	H. 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	A.P. Alexander
2nd Engineer	J. Patton
3rd Engineer	D. Murdie
4th Engineer	T. Stafford
Junior Engineer	G. Ramshaw
Junior Engineer	E. Bott
Electrician	J.P. Mahoney
2nd Steward	I.E. Holmes

m.v."BARON DUNMORE"

Master	W. Warden
Chief Officer	S. 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. McDonald
Chief Cook	K. Mackay
Chief Engineer	J.M. Crosby
2nd Engineer	J.M. Ross
3rd Engineer	H. MacPhail
3rd Engineer	D.J. Drummond
4th Engineer	D. Walker
Junior Engineer	W. McAndrew
Electrician	R. MacDonald
2nd Steward	V. Bettis

m.v."BARON FORBES"

Master	T.B. McLeod
Chief Officer	W. Greatorex
2nd Officer	J.K. McKellar
3rd Officer	J.G. Houston
Radio Officer	D. Gudgeon
Cadet	D.E. Fenton
Cadet	T.L. Sloan
Chief Steward	P. Coles
Chief Cook	E.J. Thomas
2nd Cook/Baker	P. Keenan
Chief Engineer	A.F. MacLean
2nd Engineer	T.E. Carmichael
3rd Engineer	A. Mooney
4th Engineer	J. Holden
Junior Engineer	J. Kelly
Junior Engineer	P.J. Hopsley
Electrician	J. Jolly
2nd Steward	E.T. Crosby
Asst. Steward	B. Hodgins

m.v."CAPE FRANKLIN"

Master	C.B. Mallett.
Chief Officer	W.A. Anderson
2nd Officer	P. Cooney
3rd Officer	J. Malcolm
Radio Officer	M. Smith
Tr. Radio Officer	C.C. Houston
Carpenter	F. Dixon
Chief Steward	J.J. Hotchin
2nd Cook/Baker	E. McLoughlin
Chief Engineer	N. Nicholson
2nd Engineer	W. Kinnear
3rd Engineer	P. Joyce
4th Engineer	T. Donelly
Junior Engineer	A. Morrison
Junior Engineer	J.G. McCue
Junior Engineer	W. Thompson
Electrician	M. Brady
2nd Steward	E. Kelly

m.v."CAPE HOWE"

Master	A. MacKinlay
Chief Officer	A. MacLeod
2nd Officer	P.V. Flynn
3rd Officer	A.R. Neil
Radio Officer	D.W. Humble
Cadet	M. Arden
Cadet	J.L. Wilson
Cadet	G.S. Adams
Bosun	P. MacPhee
Carpenter	G.J. Bartley
Chief Steward	J. Blair
Chief Cook	D. Davies
2nd Cook/Baker	E.T. Martin
Chief Engineer	H. O'Brien
2nd Engineer	D.C. Smart
3rd Engineer	J.S. McNeill
4th Engineer	L. Deakin
4th Engineer	J.E. Winder
Junior Engineer	J.T. Russell
Electrician	J.M. Rowland
Eng. Cadet	P.J. Broers
2nd Steward	J.G. Paton
Asst. Steward	W. McGill

m.v."CAPE NELSON"

Master	J. Macnab
Chief Officer	G. MacGregor
2nd Officer	J. Melville
3rd Officer	G. Copley
Radio Officer	A. Mitchell
Bosun	J. McFarlane
Carpenter	A. Koks
Chief Steward	E. Trotter
Chief Cook	S. Wong
2nd Cook/Baker	C. Lewis
Chief Engineer	D. MacLeod
2nd Engineer	J. Sutherland
3rd Engineer	J. Riddell
4th Engineer	R. Macrae
Junior Engineer	C. Philp
Junior Engineer	T. McIntyre
Junior Engineer	M. Robertson
Electrician	G. Rutherford
2nd Steward	C. Smith
Asst. Steward	M. Radford

m.v."BARON RENFREW"

Master	P. Smith
Chief Officer	D.S. Gordon
2nd Officer	I. Taylor
3rd Officer	A.J. Brooks
Radio Officer	R. Faulds
Cadet	R. Gardner
Cadet	D.K. Lunn
C.P.O.	R. Smith
P.O.	G.E. Courtney
Chief Steward	G. Daddy
Chief Cook	J.M. Steventon
Chief Engineer	A.G. Metcalf
2nd Engineer	G. McEwen
3rd Engineer	A. Miller
4th Engineer	D. Morrison
Temp. Engineer	A. Harbinson
Electrician	J. Wightman
2nd Steward	J.M. Harrison

m.v."CAPE RODNEY"

Master	J. Hetherington
Chief Officer	B.W. 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. Horren
Chief Steward	H. Scollay
Chief Cook	W.J. Gray
2nd Cook/Baker	J. Gibson
Chief Engineer	W. Saddler
2nd Engineer	M.D. McCutcheon
3rd Engineer	C. Sneddon
4th Engineer	T. Hill
2nd Steward	A. McCloskey

m.v."CAPE SABLE"

Master	H.B. Bartlam
Chief Officer	C. Maclean
2nd Officer	I. Teale
3rd Officer	D. Veitch
Radio Officer	B. Breslin
Cadet	I. Waters
Cadet	D. Johnstone
Cadet	D. Fitzpatrick
Bosun	Mohamed Saleban
Chief Steward	D. Hughes
Chief Cook	W. Thomson
2nd Cook/Baker	C. Mercer
Chief Engineer	N. Ogilvie
2nd Engineer	H. Ostermann
3rd Engineer	G. Law
4th Engineer	P. Lawson
4th Engineer	G. Leith
Junior Engineer	A. Murray
Electrician	R. Knight
2nd Steward	R. Ilderton
Asst. Steward	W. Ellis

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	I. Sisi
Chief Engineer	R. Taylor
2nd Engineer	G. Stevenson
3rd Engineer	J. Henry
4th Engineer	J. Hannigan
Electrician	W. Thomson
2nd Electrician	A.G. Livingstone

m.v."CAPE WRATH"

Master	T.C.D. Hogg
Chief Officer	M. Murray
2nd Officer	D.D. Taylor
3rd Officer	D. Brannan
Radio Officer	E.M. Miller
Cadet	R. Abercrombie
Cadet	P. Brennan
Bosun	A. Miller
Chief Steward	B.E. Whitfield
Chief Cook	W.G. Mitchell
2nd Cook/Baker	W. Warnock
Chief Engineer	R.J.W. Durbin
2nd Engineer	A. Norman
3rd Engineer	A. Dias
4th Engineer	T. McLaughlin
4th Engineer	J. Logue
Junior Engineer	S. Forbes
Electrician	M.J. Demarco
2nd Steward	L. McGanity
Asst. Steward	P.J.E. Broadley

PERSONNEL (con'd.)

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	T. McGhee
2nd Engineer	D. Anderson
4th Engineer	W.J. Hughes
4th Engineer	W. Strang
Junior Engineer	T. Orr
Electrician	A.A. Willson
2nd Steward	D.J. McPhee

ON LEAVE

Master	J. Roberts
Master	J. Tattersall
Master	T.P. Edge
Master	A.L. Milne
Master	D. Sinclair
Master	A.C. Hunter
Master	K.N. Dootson
Master	A.B. Sutherland
Master	G. Downie
Master	G. Towers
Chief Officer	J.M. Mackay
Chief Officer	F.M. Dalby
Chief Officer	A.L. Davie
Chief Officer	L.M. Hocking
Chief Officer	J. King
2nd Officer	M.D. Pickup
2nd Officer	J.W. Purdon
2nd Officer	P.C. Mackay
2nd Officer	A.J. Dickie
2nd Officer	C. MacDonald
2nd Officer	P. Richardson
3rd Officer	R.S. Duncan
3rd Officer	L. Gilhooly
3rd Officer	G.R. Watterson
3rd Officer	J.S. Johnstone
3rd Officer	C.F. Green
3rd Officer	R. Mullen
Radio Officer	J. Chamberland
Radio Officer	D. Hynd
Radio Officer	D. Crawford
Radio Officer	C.A. Adamson
Radio Officer	J.K. Waring
Radio Officer	A. Stewart
Radio Officer	J. McCulloch
Radio Officer	M.J. Cairney
Nav. Cadet	R. Richardson
Nav. Cadet	A.J. Kinghorn
Nav. Cadet	A. Walker
Nav. Cadet	A. Logan
Nav. Cadet	J.H. Simons
Nav. Cadet	R.D. Kincaid
Nav. Cadet	R.O. Wiggins
Nav. Cadet	E. Henderson
Nav. Cadet	H. Kearney

m.v."TEMPLE ARCH"

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	R. Latty
C.P.O.	D. McMahon
P.O.	T. Nicol
Chief Steward	R. Cathcart
Chief Cook	C.H. Sturdy
Chief Engineer	W. Minikin
2nd Engineer	D.J. Kelly
3rd Engineer	J.B. Campbell
4th Engineer	D. Carmichael
Temp. Engineer	A. Mooney
Electrician	A. McNeil
2nd Steward	L.C. Phillips

ON LEAVE (con'd.)

Chief Engineer	J. Loughran
Chief Engineer	W. Anderson
Chief Engineer	W. Moore
Chief Engineer	W. Colquhoun
Chief Engineer	K. Malhotra
Chief Engineer	D.W. Chalmers
Chief Engineer	A. Lounie
Chief Engineer	J. Allan
Chief Engineer	I. Russell
2nd Engineer	D. Wright
2nd Engineer	B. Sharp
2nd Engineer	T. Campbell
2nd Engineer	C. McRae
2nd Engineer	W. Adamson
2nd Engineer	G. Carter
3rd Engineer	J.L. Blackwood
3rd Engineer	J. Mair
3rd Engineer	R. Smillie
3rd Engineer	D.R. Dunlop
3rd Engineer	M. Ferguson
3rd Engineer	J. Walkden
3rd Engineer	I. Campbell
3rd Engineer	N. McKellar
3rd Engineer	J. Stone
3rd Engineer	R. Neilson
3rd Engineer	J. Milne
3rd Engineer	A. Cortopassi
4th Engineer	J. Kelly
4th Engineer	J.C. Radcliffe
4th Engineer	H. Lloyd
4th Engineer	J. Durie
4th Engineer	I. Kennedy
4th Engineer	C. Hardwick
Junior Engineer	H. Juszczak
Junior Engineer	C.F. Bartley
Junior Engineer	N.G. Rowan
Junior Engineer	B. Corless
Eng. Cadet	P.N. Gray
Eng. Cadet	I.O. Rennie
Eng. Cadet	J. Love
Electrician	J. McMillan
Electrician	R. McIntosh
Electrician	R. Warmsley
Electrician	A. Fanning

ON LEAVE (con'd.)

Electrician	J.M. Matheson
Electrician	J. Leiper
Electrician	W. Hornshaw
Electrician	A.D. Jenkins
Electrician	W. Mack
Electrician	J. West
Electrician	G. Horwood
Catering Officer	T. Evans
Catering Officer	J.P.D. Smith
Catering Officer	A. McGill
Catering Officer	A. Randle
Catering Officer	T.E. Smith
Catering Officer	E. Hutter
Chief Cook	A. McCallum
2nd Cook	R.J. Hessic
2nd Cook	J. McDonald
2nd Steward	J. McMahon
Asst. Steward	T. Sloan
Asst. Steward	T. Meharry
Bosun/C.P.O.	I.E. Jama
Bosun/C.P.O.	P.D. Sharman
Bosun/C.P.O.	G.A. Wardle

ON STUDY LEAVE

2nd Officer	P. Fenwick
3rd Officer	N. Clark
3rd Officer	J.W. Goode

ON STUDY LEAVE (con'd.)

3rd Officer	P. Smart
3rd Officer	A.R. Lanfear
Nav. Cadet	A.J. Riley
3rd Engineer	D. McKorracher
Eng. Cadet	E.C. Moffat
Eng. Cadet	J.K. Prentice
Eng. Cadet	D. Charteris
Eng. Cadet	S.J.N. Beeley
Eng. Cadet	J.R. Watson
2nd Cook	G.K. Watson
Asst. Steward	J. Brown

ON SICK LEAVE

Nav. Cadet	C.J.B. Pyper
2nd Engineer	J.T. Rodger
2nd Engineer	I.A.A. Dalton
2nd Engineer	T. Farrell
2nd Engineer	J. O'Hara
Chief Cook	T.W. Robson
Chief Cook	L. Thompson
Chief Cook	K. Perkins
3rd Engineer	A. Beaton

SEASTAFF SIX

The report of Seastaff Four in TRIAD adequately covers the format of these now-established courses. So, we of Seastaff Six will concentrate on the points consider--ed of most importance to Company Seafarers.

Cadets have not been included in Seastaffs to date but their participation may perhaps give them greater interest in their future career. One deck and one engineer cadet on each course was our suggestion.

Seastaff Six was 100% in favour of common funnel colours and motif, a feeling representative of the fleet generally. We think this will further tend to unify the Companies which form S.S.M. at present. We appreciate that the Companies concerned have been long-established and may prefer to maintain original colours, but a distin--guishing S.S.M. motif with existing ship names would be an attractive solution.

Undoubtedly the issue which will prove of greatest interest to seagoing personnel is the one of wives at sea. The following are some of the tentative suggestions made by Seastaff Six on this delicate matter. It was agreed that the number of wives on board at one time should be limited to two or four. The suggestions for length of time of trip varied from three to seven months. Children should be at least four years old and naturally no pregnant wives would be permitted to sail. If it was necessary for wives to travel home before the completion of the voyage, it was thought that Officer and Company should meet the travelling expenses on a 50/50 basis. An Officer wishing to take his wife to sea should have served one year in the Company or at least two voyages, except in exceptional circumstances. Should the demand for wives at sea be high, a rota system might be introduced. It was unanimously accepted that wives should clean out their husband's accommodation. We of Seastaff Six do realise the difficulties of formulating a 'wives at sea' policy, but hope that soon one will be in operation.

Apart from the insight into the administrative side of the Company, which was of definite value, the Seastaff Course afforded an opportunity for Contract Personnel to meet in 'saner' surroundings. Any Officer invited to attend a Seastaff should not hesitate as this, in our experience, proved to be a week worthwhile spent.

We welcome the idea of the formation of a Secondary Seastaff, although a successful format eludes us at present.

P.M.C.

C O N T R A C T .

The adjustment in Contract Officers' pay, to allow for the recent increases, is due to be made very shortly. We are presently awaiting Union agreement to our proposals.

Seastaff Six contained a larger proportion of junior officers than usual and this fact added to the interest, particularly because of their novel attitude but lively and constructive approach to the various subjects discussed.

Captain Towers is appointed to stand-by "Baron Ardrossan" during building and take command when delivered. Mr. Loughran is appointed Chief Engineer. Other appointments expected are Captain Edge and Mr. Anderson to "Temple Bar" and Captain Sutherland and Mr. Moore to "Temple Hall". Captain Sinclair of course goes to "Cape Race", accompanied by Mr. J. Allan.

Mr. J. Tattersall and Mr. J. Roberts appeared before a Promotions Board during July and were promoted Master as a result of their interviews. Captain H.B. Bartlam, ex Lambert, has entered to Company and now commands "Cape Sable". Mr. J. Macnab, also from Lambert, has been promoted Master and commands "Cape Nelson".

"Temple Arch", whilst experiencing improved conditions on her present voyage, underwent further modification while in Japan and various tests are being evaluated.

May we remind you that some time towards the end of August the change-over of our Marine Department to the new section of the Office should take place. From that time seagoing staff should use the main entrance to the building in Princes Square and at the third floor turn right for the appropriate Reception Area. A certain amount of new furnishings will be fitted at the same time, so our Marine and Personnel Department should wear a somewhat new look.

The Freight Market is still strong and our main worry remains in the shortage of ships which complicates our efforts to plan ahead. Another most unwelcome development, resulting from the current rampant inflation and good market conditions, is the severe increase in the price of new ships which looks as though it will double within the space of three years. Building opportunities are now becoming very restricted and there is cause to wonder at the result when the flood of tonnage presently under construction becomes available.

The competition to design a blazer badge has produced quality, coupled with some good ideas. We will have a difficult task deciding which is the most appropriate but there is still a little time left for those who would like to have a go at producing a suitable offering.

Caledonian Airways are very active these days and the result of their negotiations with B.U.A. on a possible merger or takeover has still to be decided. If successful, the resulting airline will be a pretty powerful and effective unit. Both our Parent Companies have expressed their support for the Scottish Airline and are financially involved.