

TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "Baron Ardrossan"

Since last going to press it has been a busy time for the Company.

The first of September saw the launch of "Temple Bar" from the Govan Yard of Upper Clyde Shipbuilders Ltd. The same day, it was announced that both Lyle Shipping Co. Ltd and H. Hogarth & Sons Ltd. had each placed orders for two 27,600-ton bulk carriers of special dimensions for deliveries ranging between end-1972 and mid-1973. All these vessels are scheduled to be built at the Clydebank Yard of Upper Clyde Shipbuilders Ltd.

The first of the new Haugesund Class, "Baron Ardrossan", was accepted on the 17th October after very successful trials - having achieved an average of $17\frac{3}{4}$ knots in somewhat adverse weather. The vessel caused a great deal of favourable comment and is being featured extensively in the Technical Press, where her unusual design is creating a good deal of interest.

The following week, on the 22nd, the "Cape Race" was launched from the Kaldnes Shipyard at Tønsberg and should be delivered at the end of January, 1971.

"Cape Horn" will be launched in November, as we hope will be "Temple Hall". The former will not be officially named until delivery, which it is expected will be at the beginning of February, which month should also see "Temple Bar" and "Temple Hall" enter service. The remainder of 1971 looks equally busy, with five more ships to be delivered.

We have had the pleasure of visits from a number of friends, amongst them Captain Henderson of British Phosphate Commissioners, Ken Russell of Adelaide Steamship Company and Alf Willings of Universal Charterers. This wave of 'Antipodean Talent' was most welcome and we hope they will all come again in the not too distant future.

Seastaff Seven has passed into history and reference to the Course is made elsewhere, as are accounts of the various launchings and commissionings referred to above. Incidentally, "Baron Ardrossan" was the first ship in the fleet to sail under the new S.S.M. colours, and very well she looked. The Seahorse motif can be seen in the cover photograph.

"Baron Ardrossan" had hardly left her Builder's Yard before playing a major role in rescuing the crew of the sinking fishing vessel "Ocean Harvester", taking on board one man whilst making a lee for the remainder to be picked up by a coaster in very bad weather. The rescued man was later dropped at Stornoway. Not far away, the previous week, "Cape Howe" had wasted time whilst responding to a distress call which later proved to be a hoax. Prior to that she had featured in the news when one of her crew, Frank Graham, S.O.S., was taken off the ship by helicopter in bad weather. More about this will be found on later pages.

Caledonian Airways hit the headlines when the results of their takeover bid for B.U.A. were announced. An interesting future can be forecast for the new, giant airline and we wish them the very best of good fortune in their efforts to increase Britain's share of the air market.

Captain P. Smith takes up his duties as Assistant Marine Superintendent in December and we enter the computer arena with the arrival of our Data Processing Manager, Mr. J. Brown. Work on adapting procedures in various departments is proceeding but it is not the intention to rush the programme. The Installation itself should be complete next June.

We were gratified by the quality of the response to our competition for the design of a blazer badge and Seastaff Seven were amongst the judges who chose an entry by Mr. H. O'Brien, Chief Engineer. The winning design, combining seahorses with the initials S.S.M., is now being developed and should be ready for issue later this year. All entrants received a consolation award - well-earned in view of the trouble which had been taken by all concerned.

The new extension to the Office, which contains 'Personnel', is now functioning and entry is obtained by Princes Square, turning right at the top floor.

Although publication of this number may seem late for an Autumn issue, it has purposely been held back to enable news of the latest launchings and commissionings, plus pictures, to be included.

OFFICE NEWS.

Mr. Thomas Rebanks.

We were very sorry to learn of the death, on 18th August, 1970, of Mr. Thomas Rebanks at his home in Kilcreggan, Dunbartonshire.

After thirty-eight years with Lyle Shipping Co. Ltd., for many years as Accountant, Mr. Rebanks was forced to retire early in 1967 owing to ill health - in fact, just shortly before he was due to retire officially. All who knew and had worked with him during his career with Lyle were upset to see him leave the Office at that time and we were all sorry that he did not have longer, or better health, to enjoy his well-earned retirement.

Our sincere sympathy goes to Mrs. Rebanks and their two daughters.

Mr. George Munro Nicoll.

We are very sorry also to have to report the sudden death, at his home in Chryston, Lanarkshire, of Mr. George Nicoll on 2nd August, 1970.

Mr. Nicoll retired from Lyle Shipping Co. Ltd., on 31st December, 1968, having served with the Company since 1936, latterly as Cashier, with a break between 1939 and 1945 when he was in the Royal Air Force. Although latterly not in the best of health, he had apparently been looking and feeling fairly fit and his death therefore came as a shock to all his friends.

We offer our deep sympathy to Mrs. Nicoll and to their son and daughter.

Congratulations to Mr. and Mrs. T.B. Hamilton on the birth of their daughter, Fiona Marion, on Saturday, 17th October, 1970.

Mr. Alan Deig was fourth in the world in the Institute of Chartered Shipbrokers Fellowship Part II examination recently for which he was awarded the £10 Institute Prize. Congratulations to him on this praiseworthy effort.

He left the Office on 3rd October to take up a place at Strathclyde University, Glasgow, where he will study for an Economics Degree.

The Annual Dinner of the Glasgow Shipowners' and Shipbrokers' Benevolent Association was held at the Central Hotel, Glasgow, on Tuesday, 10th November, when the principle speakers were Sir John Nicholson, Bt., President of the Chamber of Shipping of the United Kingdom, and Vice-Admiral Sir Ian McGeoch, K.C.B., D.S.O., D.S.C., lately Flag Officer Scotland and Northern Ireland.

A party of forty, with guests, attended from the Office.

PERSONNEL NEWS.

Captain John R. L. Cain. It is with the deepest regret that we have to report the passing of Captain John Cain whilst at home on leave at Port St. Mary, Isle of Man.

Captain Cain was struck down with tragic suddenness by a cerebral haemorrhage on Thursday, 22nd October, 1970. Until then John had appeared to enjoy good health and certainly few people have lost less time due to illness.

In the course of a lifetime spent at sea he became, and was for many years until his death, a shipmaster of very high stature, respected by all who knew him. A man of strong character and a strict disciplinarian, he was nevertheless popular with everyone and will be sadly missed. Our heartfelt sympathy goes to his wife and young family in their sad bereavement.

The funeral took place on Sunday, 25th October, at the cemetery adjacent to the family church at Port St. Mary and the very large number of mourners in attendance was a tribute to the esteem in which he was held.

Those present from the Company to pay their last respects on behalf of all his colleagues were Mr. A.C. Hogarth, Mr. W.M. Scott, Captain Gordon Downie, Mr. W. Anderson and Mr. K. Ross.

Captain Howard Bennett Bartlam.

It is with very real sadness that we have to report the death, on 18th November, 1970 in a car accident, of Captain Bartlam.

After having brought "Cape Sable" in to Immingham from Australia, Captain Bartlam had left Immingham to drive to his home at Carnforth, Lancashire, on leave when his car was involved in a collision with a heavy truck just outside Immingham.

Captain Bartlam came to us from Lambert Brothers last June, when he took over command of "Cape Sable" in Glasgow. He had been with Lambert for over twenty years, most of that time as Master.

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

Our congratulations to Mr. S.J. Readman on his promotion to Master. Mr. Readman has been a senior Chief Officer for a good number of years now and we therefore have great pleasure in announcing his promotion, which he fully deserves. Captain Readman is taking over from Captain Mallett on the "Cape Franklin" when she arrives in Barry about 19th November.

Belated congratulations to Mr. Kinnear on obtaining his Chief's ticket and also on his promotion to Chief Engineer. He took over as Chief on "Cape Franklin" when Norman Nicholson left to take up a job nearer home.

Congratulations to Mr. David Coe on obtaining his 2nd Mate's ticket. Mr. Coe is at present sailing as Third Mate on "Baron Renfrew".

Mr. Jennings, Chief Officer, married Miss Pauline Godfrey on Friday, 24th July, at St. Austins Roman Catholic Church, Wakefield, and they spent their honeymoon touring in the Lake District and thereafter in Scotland. We are not too sure why they did not drop in to see us on the way past - after all, what would be nicer than visiting the Office during one's honeymoon? However, they look very happy in the photograph and we wish them all happiness for the future.

Mr. Peter MacKay married Miss Alison Erskine Orr on 31st July at St. Andrews Church, Greenock, and like Mr. Jennings, Mr. MacKay was married in uniform. Looking at both photographs closely, it can be seen that neither of these good men have Company cap badges. Now, it isn't so much that we want our personnel to get married and show their Company cap badge in photographs, it's just that if we do get a photograph which shows the badge, then we can advertise that our Officers actually do get a chance to wear the uniform and are not always in boiler suits!

Mr. Norman Smith was married on 24th September to Miss Jill MacDonald, who is also from Stornoway, and they went touring on their honeymoon. Mr. and Mrs. Smith have sailed on the "Baron Forbes" and we wish them a very happy voyage.

Mr. G. Daddy, Catering Officer on "Baron Renfrew", became engaged to Miss P. Millar of Port Pirie when the vessel loaded there recently. They are to wed on the ship's return to Port Pirie in December. Mrs. Daddy will then join the vessel and return to the United Kingdom with her husband. She comes originally from Belfast and has been in Australia for four years.

Photographs of these three weddings will be found on Page Six.

Mr. J. Riddell, Third Engineer, was married on 5th October, and it is appropriate that we reprint here a letter from Mr. Riddell:-

Dear Sir,

On behalf of my wife and myself, I would like to thank the following lads of the M.V. "Cape Nelson" for their wonderful wedding gift:-

Captain J. Macnab, Ch. Officer G. MacGregor, 2nd Officer P. Smart, 3rd Officer J. Johnstone, Rad. Officer H.A. Chambers, Cadet J.H. Simons, Cadet A. Walker, Ch. Engineer D. MacLeod, 2nd Engineer J. Sutherland, 4th Engineer R. MacRae, Junior Engineer C. Philip, Junior Engineer T. McIntyre, Junior Engineer A.S. McMillan, Electrician A. Walker, Ch. Steward E. Trotter and all the Greasers.

Sincerely Yours,
(signed) J. Riddell, 3/E.

Congratulations to Mr. and Mrs. G.B. McEwan on the birth of a son on 14th October.

Also, congratulations to Mr. and Mrs. M.D. McCutcheon on the birth of their son.

Mr. N.D. Battersby is back at sea again, on "Cape Franklin". Whilst ashore he actually climbed Ben Lomond and also claims to have seen the Loch Ness Monster, whether on or from Ben Lomond is not very clear!

Congratulations to Mohamed Hassan, E. R.S., on his release from a Somali gaol!

It was announced recently in the Press that Captain Ronald Wright of Millport, Isle of Cumbræ, had been appointed Commodore of the British and Commonwealth Shipping Company fleet from the time of taking over command of their flagship "Windsor Castle" on 21st August.

Captain Wright, who is sixty years of age, was born in Greenock and began his apprenticeship with H. Hogarth & Sons, with whom he remained until he gained his Master's certificate in 1939, at which time he joined the Union-Castle Line. Captain Wright is married and has three children, and his home is in Millport.

"TEMPLE ARCH" - is due at Kakogawa (near Kobe) on 30th November with a cargo of Coal loaded at Norfolk, Va. She is expected to sail from Japan on 3rd-4th December and will proceed to Nauru and/or Ocean Island to load Phosphate for Western Australia, indicated Kwinana. On completion of discharge she will shift to Bunbury and there load Ilmenite for Immingham.

"BARON ARDROSSAN" - having sailed from Norfolk, Va., with a Coal cargo, she is due at her discharging port, probably Amagasaki, on 4th December and should sail on or about the 8th. She will sail south to Esperance, Australia, and there load Nickel Concentrates for Niihama and New Westminster, approximately half the cargo for each port. Meantime, she is unfixed beyond British Columbia.

Reference is made in the Editorial to this ship's participation in the North Sea rescue just after she had sailed from Haugesund.

"TEMPLE BAR" - is fitting out in Glasgow and should join the fleet in February, 1971. Her maiden voyage will be to Tampa Range to load Phosphate for Japan.

"BARON CAWDOR" - is due at Mobile, Alabama, with a cargo of Peruvian Fish Meal about 22nd November and on completion will load at Mobile a cargo, probably Grain, for Chimbote. After the Grain a further Fish Meal cargo will be loaded on the Peruvian coast for Europe. She remains on Time Charter to A/S Hav and A/S Havtank.

"CAPE CLEAR" - is presently ballasting across the Pacific towards British Columbia and is due in Vancouver on 20th November where Seaboard Shipping will take her on Time Charter to load a cargo of packaged Lumber for discharge at Liverpool. Meantime, she is unfixed beyond the U.K.

"BARON DUNMORE" - sailed from Montreal on the 17th November for one port on the River Weser, where she is due on 27th November, to discharge a Grain cargo. On completion she ballasts to Mackenzie to load for Chaguaramas. She remains on Time Charter to Saguenay Shipping Limited.

"BARON FORBES" - sailed from Hull on the 10th November and continued her voyage towards Norfolk, Va., where she is due on 23rd November, after calling at Falmouth on 13th November for steering-gear repairs. At Norfolk she loads Coal for Japan and should sail from the loading port on 24th-25th November.

"CAPE FRANKLIN" - arrived at Milford Haven on the 19th November and will remain there until about the 26th November when she will shift to Barry to discharge the Iron Ore cargo loaded at Seven Islands. From Barry she will move to Amsterdam to lift a further Iron cargo, this time destined for Glasgow.

"CAPE HOWE" - after sailing from Cardiff on the 16th November for Monrovia, this ship called at Vigo on the 20th to uplift and fit a replacement turbo-blower gas outlet. On arrival at Monrovia she will load Iron Ore for the Tyne and on completion there will drydock. She is unfixed beyond the Tyne meantime.

"CAPE NELSON" - sailed from Port Cartier on the 17th November with a cargo of Iron Ore intended for Birkenhead, where she is due on or about the 28th November. Further business has not yet been arranged for her.

"CAPE RACE" - is presently fitting out at Kaldnes Yard, Tønsberg, and she should enter service about the end of January, 1971. An account of her launching on the 22nd October will be found on Page 11.

"BARON RENFREW" - sailed from Port Sutton on the 3rd November with Phosphate for Ube, Japan, where she is due 7th-8th December. From Ube she sails south to Christ-mas Island to load Phosphate for Eastern Australia, indicated Brisbane and Newcastle, and from there moves to Port Pirie to load Concentrates for Avonmouth or Swansea.

"CAPE RODNEY" - is due at Port Arthur, Texas, on the 22nd November with a cargo of Fish Meal loaded at Pisco and after discharge it is possible she will load cargo at Mobile, Alabama, for Chimbote. After that, she will load a further Fish Meal cargo on the Peruvian coast for Europe. She is still on Time Charter.

Another Seastaff has passed and again it was a success. It may be difficult for participants to appreciate that we here in the Office gain as much as they do on account of repetition and we benefit from these courses just as much, if not more, than they do.

'Seven' was the first time that Cadets attended and the two young men concerned have written their thoughts here. It is certainly hoped to continue having Cadets at these courses.

'Seven' had the job of recommending their choice of Blazer Badge from all the entries and the Directors agreed with their choice. Mr. Harry O'Brien, Chief Engineer recently of the "Cape Howe", sent in an entry and this has been chosen as the Company Badge. His design is reproduced in this number.

The photographer had some difficulty in taking successful photographs of the group and has no hesitation in blaming his camera! So, apologies to the following handsome men for not publishing their photographs; Mr. J.M. Crosby, Chief Engineer, Mr. I.M. Kennedy, 4th Engineer, Mr. B.W. Lawson, Chief Officer, Mr. A. Logan, Navigation Cadet, Mr. C. Macrae, 2nd Engineer, Mr. C.J.B. Pyper, Navigation Cadet, Mr. J. Patton, 3rd Engineer, Mr. R. Sherriff, Catering Officer, Mr. H.W. Weddell, Chief Officer and Mr. J. West, Electrician.

SEASTAFF SEVEN - B.W.L. writes:-

Seastaffs have now become well-established events and we who attended No. 7 felt that the organisers had put together a well balanced programme. We were unable to suggest any improvements. For the first time two Cadets were present as suggested at previous Seastaffs and it was agreed that the practice should be continued. It was felt that those Cadets attending should have had at least one year's sea experience. Incidentally, this was the first Seastaff at which there were no Masters attending.

The enthusiasm encountered, especially within the Project Department was infectious. The sessions on Chartering and Economics were of great interest and made us all realise the important part we can and do play in making S.S.M. a successful organisation. The insight we have gained into the running of S.S.M. will help us in the future to realise why certain decisions are made and to know that our interests have had serious consideration.

There was a lively discussion on the important subject of wives at sea and the decisions were very much the same as those of Seastaff Six. However, since 60% of those present are unmarried, some of us felt a bit left out! The idea of mothers at sea encountered a 100% rejection. It was suggested that, in this day and age, the Office Computer should be able to provide a solution to our problem.

A suggestion put forward was that a Carpenter should be carried, perhaps one voyage in three, to remedy defects covering those items within his province which commonly occur on vessels after two or three years in service.

In conclusion, Seastaff Seven enjoyed their week in the Office, including the midday break for liquid sustenance at Sloan's and especially the lunch at the Western Club for which we wish to thank sincerely the Directors for their invitation.

SEASTAFF SEVEN - A.L. and C.J.B.P. write:-

Seastaff Seven was the first in which Cadets took part. We were told during the Course to consider whether we would derive as much benefit as another, perhaps more senior, officer who might have been there in our place would have done. We discussed this fully and feel that, in certain ways, we derived more. Although we were unable to contribute very much on matters such as the quality and performance of certain ship's gear and stores, etc., we did gain an insight into the background of it all. By the end of the week we felt we had a far greater understanding of the various difficulties and problems which face the Company and Officers. So, by the end of the week we both appreciated and enjoyed being at Seastaff and strongly suggest the presence of Cadets become a regular feature. It should encourage them to keep their eyes open and to understand more about the Company and the working of the ships to which they are appointed.



Mr. and Mrs. Jennings.



Mr. and Mrs. MacKay.



Mr. and Mrs. Smith.

A photo which was 'rediscovered' recently : left to right : R. Cathcart, a taxi-driver friend, G. Daddy, H. Scollay, E. Hutter and T. Robson. It is interesting to note that all these gentlemen are still with the Company, (the photo was taken in 1963), the first four-named as Catering Officers and Mr. Robson as Chief Cook.



During the week following completion of the Technical Trials the Builders and ship's Staff were busy with final adjustments, touching up and finishing off in readiness for the Acceptance Trial on Saturday, 17th October, 1970 with the result that the ship was spick and span when the guests boarded her just before 08.00 hours that day. On first acquaintance her appearance is breath-taking, to put it mildly : superstructure reminiscent of a tower block of flats, chopped-off transom stern and twin, square funnels painted in the new Scottish Ship Management colours and bearing the Seahorse motif, but after one has carefully inspected the interior layout one is immediately impressed by the meticulous planning and sheer common sense which is evident everywhere in this latest bulk carrier design. The results of work study are noticeable in all departments and in the accommodation still higher standards of comfort and convenience have been set. Undoubtedly, this is a most advanced and extremely efficient ship.

Readers may be interested to know that, officially, this ship bore no name, only the Builders' Number "H.M.V. 37", when she left Haugesund for the Acceptance Trial. To minimise the interruption of work when she was launched, there was no naming ceremony but it was decided to arrange for the naming and acceptance to be carried out, one before the other, on the same day. Thus, when "H.M.V. 37" returned to Haugesund after the trial and berthed alongside the floating dock, a simple naming ceremony was gracefully performed by Mrs. Brown, wife of Mr. G.S. Brown, a Director of the Owning Company, H. Hogarth & Sons Limited. Then, at 14.50 hours, Mr. W.M. Scott, acting on behalf of H. Hogarth & Sons Limited and Scottish Ship Management Limited, accepted the ship from Mr. Sven Sandved, the Managing Director of Haugesund Mekaniske Verksted A/S. The Builders' flag was lowered and replaced by the Hogarth House Flag, followed by the Scottish Ship Management Flag. The proceedings concluded with toasts to the ship, her Owners, and her Builders, followed by a tour of inspection of the accommodation by the ladies of the party - some of the more daring of whom even ventured into the deepest recesses of the engine-room!

And so another very fine new vessel has commenced her maiden voyage in our service and we wish her well. Leaving aside the three ore-carriers, and also the "Cape Rodney" which has been sold, the addition of "Baron Ardrossan" brings the fleet average age down to two years and that average will be reduced still further next year as more new ships commence trading.



View showing the transom stern

The "Baron Ardrossan" is the result of three years study by the Builders, Haugesund Mekaniske Verksted A/S., and the Staff of Scottish Ship Management Limited. The policy was to build a ship which could be operated efficiently by a General Purpose crew and also to make her the most comfortable bulk carrier afloat. We consider that at this stage the efforts of all who participated have been amply awarded. Successful trials were run on the 10th October, 1970, in most adverse weather conditions, and again the following day when the weather had considerably abated.

In spite of the stormy weather, it was considered that the vessel steered and manoeuvred satisfactorily. The average speed over the measured mile was 17.74 knots. Bridge control was used throughout the second day. The turning circle was extremely small as the ship turned inside her own length when proceeding at full speed.

Not all the ballast tanks were used and the mean draft was about eighteen feet. The crash stop test, conducted during good weather, was most satisfactory in that the vessel came to a full stop from full ahead in three minutes, fifty seconds.

One pleasant feature of this ship is that the anchors can be dropped from the hawsepipe with no fear of putting them through the ram bow unless the ship is rolling excessively. This class of vessel has recessed anchors which is our first venture into this type of stowage and naturally we hope it will be a success.

The Hydraulik Brattvaag sixteen-ton cranes were successfully tested prior to sea trials commencing. The test of the Peiner grab was also conducted but, as this is a new venture into grabbing, we will be awaiting with interest the results of a more rigorous test on actual cargo work. Present indications are that this type of grab should work well with the electro-hydraulic cranes.

Haugesund Mekaniske Verksted A/S conduct these trials as if they were done every week. It is seldom that the programme requires to be altered and usually there are no delays of any consequence. Taking an overall view of the trials, we can say that they were most successful.

R.D.L.



.The ship during the turn referred
to above

"BARON ARDROSSAN".

A report covering the successful Technical Trials of "Baron Ardrossan" appears on an earlier page. However, having witnessed the expressions of disbelief and comments about the engine-room being 'from another world', it seems desirable to give an outline on the concept and layout of this vessel.

The vessel was designed and built to run medium-speed engines, with the engine-room being periodically unmanned and a crew of twenty-six operating on the G.P. principle.

The adoption of twin funnels allowed 'hotel block style' accommodation with every crew member having his own toilet and shower. A lift shaft is incorporated into the port funnel casing and the lift can be entered from all accommodation decks and all engine-room platform decks, apart from the bottom flat.

The third platform deck in the engine-room is a continuation of the main deck but could be more aptly termed the 'workshop deck'. In this space is housed the general central store for deck, engine and catering stores (except provisions), along with a comprehensive spare gear battery storage system. This is the first introduction of ships' stores as a completely integrated unit and will eventually tie up with computer operations in Head Office. On the port side is situated the control room with switchboard and remote control console. This console has the first Nebb/electronic digital reading instrument for temperature/pressure points. (Note: the control room has inward sloping windows as on the bridge - this was done to allow the Captain and Chief Engineer to feel at home 'up top' or 'down below!').

Adjacent, and connected to, the control room is the ballast control house and from this position the vessel can be completely ballasted by the officer on deck. The console in this room contains a remote sounding system and a mimic panel which is fitted with start/stop buttons for ballast pumps and valves. The after end of the flat is open-plan layout with steering gear, compressors, fans and other ancillary equipment. The engine-room workshop, which has sound-proofing, is on the starboard side and all engine parts, cylinder heads, etc. will be transported by trolley to the workshop where the overhauling facilities are available. On the ship's side, port and starboard, beneath the two stores hatches are two port lights which will allow the dayworkers to see 'where the boat is'!

Next deck down is the second platform deck where the two diesel alternators are placed, port and starboard sides. In the event of a blackout the diesels start up automatically. Below again we have the first platform deck which holds the coolers, the fresh water generator and the totally enclosed purifier room, or oil operations room. This room was modular constructed ashore and houses all equipment appertaining to oil, viz. - fuel oil purifiers, heaters, transfer pumps, etc. and also lube oil purifiers and heaters. Bunkering is carried out in this room with the aid of the remote sounding panel and the bunker telephone. With all oil arrangements in such a room, a considerable fire hazard is removed from an unmanned machinery space. Lastly, there is the bottom platform where, of course, are the main engines driving the controllable-pitch propeller through a five-wheel gearbox. This type of gearbox allows a greater distance between engine centres and a stronger foundation seating. The 'power take-off' alternator on the output side of the gearbox is more than adequate for the maximum sea electrical load. The gearbox has gear-driven lube oil pumps and the main engines have engine-driven fresh water pumps, the remaining pumps being independent motor-driven. No boiler is fitted and the plant, being steamless, obtains most of its heating from the main engine jacket water at sea and the auxiliary diesels in port, with electrical boost heaters for certain services. All ballast, bilge and fresh water cooling valves are of the butterfly type, being remote-controlled where necessary. Special attention was given to daywork maintenance and good overhauling facilities are provided for all maintenance work.

The whole project for this vessel from start to finish has required the closest co-operation between the Technical Staffs of both ourselves and the Builders and we believe has the most advanced original design of any bulkcarrier afloat and, with the co-operation of the Sea Staff, should keep S.S.M. well to the fore in the years ahead.

No, we have not gone into the offshore oil-rig business! However, since the last edition of TRIAD we have had our baptism of working with tankers at Finnart. Having been appointed as Agents for vessels on charter to Gulf Oil Company, the Agency Department had been awaiting the opportunity to prove itself in this specialised field.

Two 'fairly sizeable' tankers were dealt with in the space of three weeks. The first was the "Gulf Hansa", sailing under the Dutch Flag, which arrived from Marsa-al-Hariga, Libya, with a cargo of 49,000 tons crude oil on 26th August. It so happened that she was ahead of time and therefore did not go alongside the Finnart Oil Jetty until 28th August. Discharge was completed the following day and the vessel sailed that day.

The second tanker was slightly larger and had a cargo of 56,900 tons of crude oil loaded at Forcados, Nigeria. She was the s.t. "Warbah", and arrived at Finnart on the 13th September. Sailing under the Flag of Kuwait, this vessel is managed by Common Brothers (Management) Limited, Newcastle-upon-Tyne and, like the "Gulf Hansa", is on charter to Gulf Oil Company. "Warbah" completed discharge early on the 15th September and sailed that morning.

For the benefit of readers, the accompanying bow-on photograph of "Warbah" is included with this article and we are obliged to Common Brothers for their permission to reproduce it here.

Who knows, in the wake of the 'maxi-tanker' era a report on the handling of our first 200,000 tonner at Finnart may appear in the next edition!

A.H.



s.t. "Warbah"
a photograph taken during her
pre-delivery Trials in Japan.

OLD GREEK PROVERB

"A collision at sea or a grounding can spoil your whole day".

Until the launch of "Cape Race", the Editor had been in the happy position of simply asking someone (albeit politely) who had attended a Norwegian launch or commissioning to write something about it for TRIAD. However, all those who have been asked in the past - and who have responded most generously - can now gloat and rub their hands for it is a case of the biter bit!

Even with the knowledge of this impending imposition hanging like a cloud, it was with pleasant anticipation of good things to come that the taxi deposited the prospective traveller and his wife at Abbotsinch Airport on the 21st October, in good time to join the Icelandair flight for Copenhagen, where it was necessary to change to S.A.S. for Oslo. The weather during these flights was perfect and great was the frustration on the Glasgow/Copenhagen leg that a well-filled 'plane resulted in an aisle seat and precluded any chance of photography. However, better fortune prevailed on the flight north to Oslo from Copenhagen.

Like most other cities of the world, Oslo obviously suffers from traffic congestion, for we left Fornebu Airport at the height of the rush-hour only to join an apparently endless stream of traffic heading west out of Oslo. Evidently the congestion was even worse than usual as there had been a 'bus strike in Oslo that day. Although doubtless bothersome to many of the milling throng, the writer was, frankly, quite pleased about the resultant slow journey towards Tønsberg for the mini-bus sent by Kaldnes Mek. Verksted A/S, "Cape Race's" builders, to meet us at Fornebu was comfortable, the weather was perfect and these factors, in addition to a front seat, combined to give an excellent opportunity of viewing the surrounding scene. Darkness had fallen by the time the road sign proclaiming 'Tønsberg' appeared in the headlight beams so the Hotel Klubben, where we stayed, was first seen as a blaze of attractive and welcoming light. Also welcoming us on arrival at the Hotel was Mr. C. H. Thrapp-Meyer, Managing Director of Kaldnes.

On the following morning, Thursday 22nd October, 1970, the day of the launch, the Launching Party, escorted by Mr. Thrapp-Meyer and Mr. and Mrs. Anker-Nilssen, were driven to Sandefjord and there had the opportunity of visiting the Whaling Museum, the only one of its kind in Scandinavia - and possibly in the world. This proved a most interesting experience and one could easily have spent an entire day examining the relics, models, photographs and multitude of exhibits portraying Whaling. This visit was followed by lunch, a delightful one, at the Park Hotel, Sandefjord. This magnificent hotel was built quite recently and reflects all that is excellent and in good taste in current Scandinavian hotel design. Shipping and Whaling Interests contributed largely to the building of this hotel, which is known locally as the "Whaledorf Astoria"!

By the time lunch was over it was time to head back for Tønsberg and the launch of "Cape Race" which took place, in fine weather, at 15.30 hours and was most graciously performed by Mrs. Jorunn Scott, wife of Mr. Robert Scott of Alcan (Bermuda) Ltd. Mrs. Scott is Norwegian (from Bergen) so the launching speech in both English and Norwegian presented her with no difficulty! The champagne bottle broke on the bow precisely as planned and those of us present not entirely wise in the Kaldnes way of doing things began to get somewhat anxious when, as the seconds ticked by, the ship remained motionless. We needn't have worried, however, for she did begin to move after eighty-five seconds and slid effortly and faultlessly into the waters of Oslo Fjord. Mr. Anker-Nilssen, who is a Director of Kaldnes, said that the tide was precisely right at the moment the ship entered the water - there apparently is a rise and fall of about two feet at Tønsberg. What seemed a delay in the vessel moving was not a delay at all - it is a Kaldnes custom to wait until the champagne has run down the ship's stem, round the forefoot, and dripped to the ways below before releasing the ship. So, some of us at any rate learned something new,

The Reception, Dinner and Dance were held in the Hotel Klubben on the evening of launching-day, when the theme adopted by the Builders was the strong links between Norway and Scotland. For instance, the front cover of the printed seating-plan for the Dinner stressed in picture form the hundreds of years that have passed since any display of animosity has been shown between the two countries - one depicted the Battle of Largs in 1263 and the other the Battle of Kringen in 1612, these being the last battles fought between Scotland and Norway on their respective soils.

I'm sure that most readers of TRIAD will know everything there is to know about the Battle of Largs, so there is no need to dwell on that stramash here, but one or two of you may have forgotten some of the more obscure details of the Battle of Kringen! It took place in 1612 at Kringen, in the Gudbrandsdalen Valley forty miles north of Lillehammer, when a detachment of possibly five hundred Scots mercenary soldiers, marching from Romsdalsfjord on the west coast towards Sweden for service in that country, were ambushed in a narrow defile by a group of Norwegians, alerted of their approach, under their girl leader, Pillar Guri. On hearing the blast from her horn, the Norwegians attacked by hurling stones, boulders and trees down upon the unsuspecting Scots who, it must be admitted, were decimated - all but eighteen being killed. Among those who fell was the Scots leader, Captain Sinclair, and legend has it that as he could not be killed by an ordinary stone but only by an object made of silver, a silver button was taken from a Norwegian tunic to provide the lethal missile. When telling us of this during his dinner speech, Mr. Nicholson, it was noted, kept a careful check on the silver buttons of his Highland evening dress! Apparently the Scots dead were stripped of their clothes and it is written on good authority that the national dress to be seen in that part of the Gudbrandsdalen Valley to this day closely resembles a Scottish tartan. Ah, but which tartan? No, not the Sinclair, but McAlister!

During the Dinner Mrs. Scott was presented with a very handsome diamond bracelet by Mr. Thrap-Meyer and the method of presentation was most original (Mr. Thrap-Meyer has quite a reputation for displaying considerable originality on such occasions). On the stage of the dining-room were two barrels, one claiming to contain Scotch whisky and the other aquavit. From each barrel ran a plastic hose down to a glass demi-john and when Mrs. Scott and Mr. Thrap-Meyer each turned the spigot of a barrel the demi-john was seen to fill with the mixture (at which point there was almost a detectable move towards the back of the room for fear of an explosion!) and at the same time there arose between the barrels a previously obscured model of "Cape Race" bearing as deck cargo the bracelet.

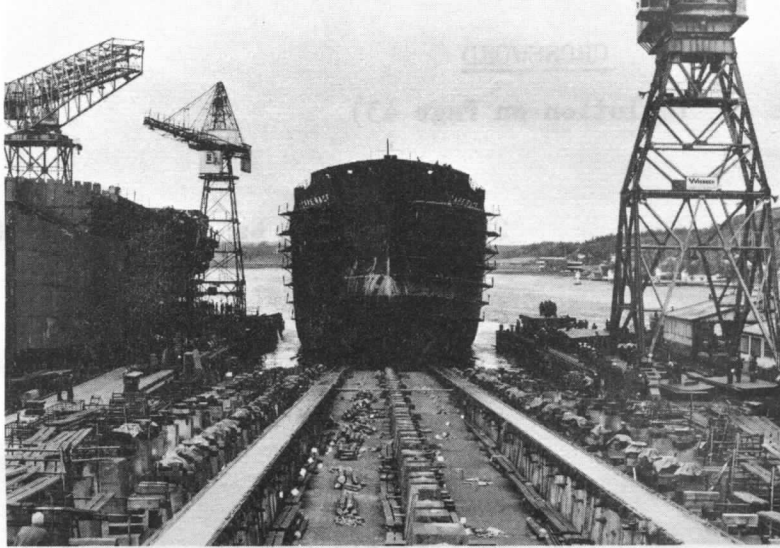
Dancing went on into the wee, sma' oors but bed had eventually to be sought for the return home was arranged for later the same day, Friday, 23rd October. Perfect, if nippy weather on the Friday meant a pleasant drive back up Oslo Fjord from Tjnsberg, with the fjord like a mirror reflecting the surrounding hills and late autumn colours. If this Kaldnes launch was the first for all the visitors from Glasgow, some were also able to mark up another personal 'first' - a 'frisking' at Oslo Airport, and a very thorough one at that! The 'plane we were travelling on to Copenhagen was a Swissair machine which had Zurich as its final destination so it was entirely reasonable to expect a 'frisking' after the recent experiences of that airport and that airline.

Like all good things, this Norwegian trip passed far too quickly but nevertheless one is left with very pleasant memories and a renewed confidence of the Norwegians ability to build a fine ship and in their generosity. It only remains to thank, through these pages, all those who made the trip so enjoyable and to wish "Cape Race" a long, happy and prosperous career.

A.A.M.



Mrs. Scott and
Mr. Thrap-Meyer
after the
presentation.



"Cape Race" going down the ways, 22nd October, 1970.
Ship No. 187 ("Baron Belhaven") on left

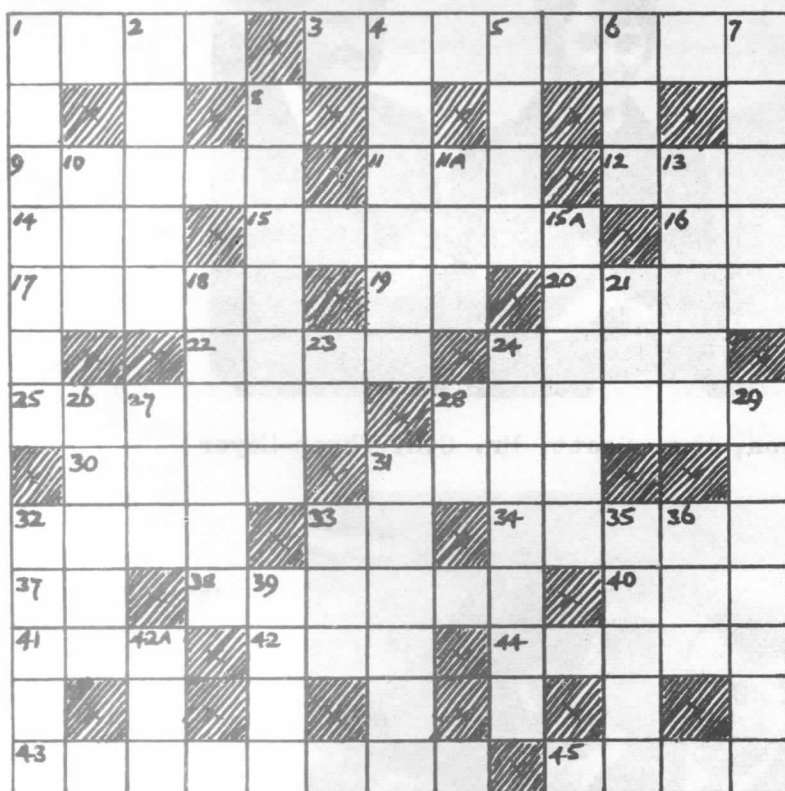


Mr. W. Nicholson, Mrs. Scott, Mr. C.H. Thrap-Meyer



Mr. and Mrs. Robert Scott

1. Obtained from the four cardinal points of the compass (4)
3. Agreeable (8)
9. This comes after the calm (5)
11. Five to the foot is normal (3)
12. Gross less all deductions - see you don't get caught ! (3)
14. How many green bottles fell? (3)
15. Aquatic mammals (6)
16. Musical pronoun (2)
17. Keen (5)
19. Comparative suffix (2)
20. Part of an eye (4)
22. Can be open or shut (4)
24. Slatern (4)
25. Prodigy (6)
28. The doctor begins to annoy (6)
30. Mines (4)
31. Only a lake! (4)
32. Tramp from the States (4)
33. Car owners' association (1,1)
34. Acids do this (5)
37. Overdrawn (abbrev.) (1,1)
38. Retain part of an eye (6)
40. Spare this for spoiling the youngster (3)
41. Not old (3)
42. To examine critically (3)
43. Evergreen coniferous growths (3,5)
44. Display of cowboy skill (5)
45. 'I think that I shall never see, a poem lovely as a....' (poem) (4)



1. The last part is hatched in the first part but kept altogether for a rainy day (4,3)
2. Two of this do not make a right (5)
4. The rattle got mixed up behind (6)
5. Assert (4)
6. No room here (3)
7. They close the entrance to an open space (5)
8. Loving (7)
10. Beverage (3)
- 11A. Poetic preposition (3)
13. Issues from these times (5)
- 15A. Scots money (6)
18. Supervisor of publications (6)
21. A street in France (3)
23. Latin bone (2)
24. A broken humerus gives you this (4,3)
26. Ancient lyric poem (5)
27. Sharpened quill pen point (3)
28. I - object (2)
29. Ministry of Social Security (3,4)
31. French master (6)
32. Pale yellow sweet, sticky, edible substance (5)
33. Consumed (3)
35. Command (5)
36. Female rabbit (3)
39. Always (4)
- 42A. A great success (slang) (3)

HOW'S THIS FOR LUCK - AND SKILL?

At the beginning of September the newspapers, radio and television carried the story of a South African ceramics technologist, Mr. William Honeywill, from Johannesburg, who fell overboard from the liner "S.A. Vaal" after the ship had left Las Palmas en route for Southampton.

After Mr. Honeywill's absence was noticed, Captain Alan Freer, of the "S.A. Vaal" put the ship about and steamed back 140 miles almost exactly to the spot where Mr. Honeywill was swimming about - after having spent 11½ hours in the water. After his rescue he showed remarkably few ill effects from his ordeal but he undoubtedly owes his life to the skill displayed by Captain Freer and his Officers and crew.

This incident recalls a not dissimilar occurrence which took place over twenty-one years ago, on the 24th May, 1949 to be precise, when an able seaman fell overboard from s.s. "Baron Graham" and we quote below the report on the matter written by the Master, Captain J. Wylie:-

"This man, on the afternoon of the day in question, was employed painting and cleaning the accommodation house on the port side of the bridge deck. This house is about twelve inches inboard from the ship's side, forming a scupper, and for the protection of anyone passing along the outside of this house there is a handrail fitted at convenient height. The ship was, at approximately 2.40 p.m., in latitude 46°10'N.8°33'W. Several men who were employed painting the after deck hatchcoamings within 30/50 feet of A. Craig, A.B., failed to note his disappearance. At 3.15 p.m. his absence was noticed and I was at once informed. A radio message was immediately sent out to the effect that a man was missing from the vessel. I turned the ship round and endeavoured so far as possible to get her on the original wake, which was possible as the sea was smooth, although with a heavy westerly swell. I retained the same helmsman and set a lookout with glasses on the forecastle head and another on the crosstrees. At 4.20 p.m., the man was sighted on the starboard bow about 250 yards distance, swimming slowly, and as the water was icy cold I considered it advisable, in view of the time the man had been in the water, to dispense with the usual procedure of launching a boat and in order to save time the vessel's helm was put hard-a-port, causing the bow to fall off away from the man. The engines were then put full speed astern and as soon as stern-way was established the bow swung to starboard and when the vessel was stopped again Craig was close to the pilot ladder, which had been hung over the starboard side. He was seized by two men who were hanging on to the foot of the ladder and pulled aboard. He was aboard within ten minutes of being sighted and was put to bed with plenty of blankets and stimulants administered. I then withdrew by radio the previous message and the vessel resumed her course. At 8 p.m. Craig, having recovered somewhat from his ordeal, was interviewed and gave the following reasons for his falling overboard. Before painting the outside of the house he had wiped down the life-boat davit, the collar and socket of which had been recently greased, and his hands had become greasy, so much so that when he made fast his safety line the rope became greasy from his hands and when in the course of his painting he put strain on the line the knot slipped and he fell overboard. He stated that when he came to the surface the vessel's stern was past him and he was out of danger of being drawn into the propeller race but apparently he had never lost confidence in the ship returning and picking him up.

I reckon that the vessel had steamed about eight miles before the man's disappearance was noticed and I attribute our being able to get the vessel back so close to the position of the man to using the same helmsman and the sensitivity of the gyro steering compass".

NEW TRADE WITH AN OLD MARKET by a Special
Correspondent - (of The New Zealand Weekly News)

The United Kingdom imports some 4000million board feet of softwood a year. As New Zealand's total annual timber production of all species is about 720 million board feet, the magnitude of the market can easily be appreciated.

Traditionally, Britain's imports have come mainly from Scandinavia, Russia and Canada. This year the New Zealand timber industry despatched the first major shipment of radiata pine to England.

The shipment of seven million board feet and valued at nearly \$500,000 f.o.b., was despatched from Tauranga at the beginning of May in a chartered ship, the "Cape Wrath". Further shipments of similar size are planned in October and January and April of next year and it is expected the trade will be a continuing one.

Although the first shipload contained a substantial quantity of flooring timber run from dressing grade pine, the bulk of the order was for No. 3 (box) grade, in both sawn and dressed form. It will go to the cable drum and packaging industries. The next three shipments will also be primarily of this grade.

One of the main difficulties of entering the British market has been freight cost. This has been overcome by chartering shipping and despatching a complete shipload of timber at a time. This, in turn, created a problem of stockpiling such a large order in reasonable time and keeping it in dry condition. As no one timber miller can produce this output, several major mills are combining efforts to meet the orders.

The breakthrough into the British market was the result of extensive exploration by Fletcher Timber of overseas markets for radiata, in the course of which Britain showed up as a possible market. In 1969, Fletchers shipped to England approximately 1.4 million feet of radiata in order to make a major test of market reception.

Visits by executives of Fletchers and C. Leary and Company Limited, brokers, of London were exchanged, culminating in this first contract.

In order to achieve the seven million foot order, Fletchers invited the New Zealand Forest Service to provide two million feet and Fletcher Timber and an associated company, Ellis and Burnand, supplied the other five million feet. Subsequently, arrangements were made with Tasman Pulp and Paper and New Zealand Forest Products to participate in future shipments.

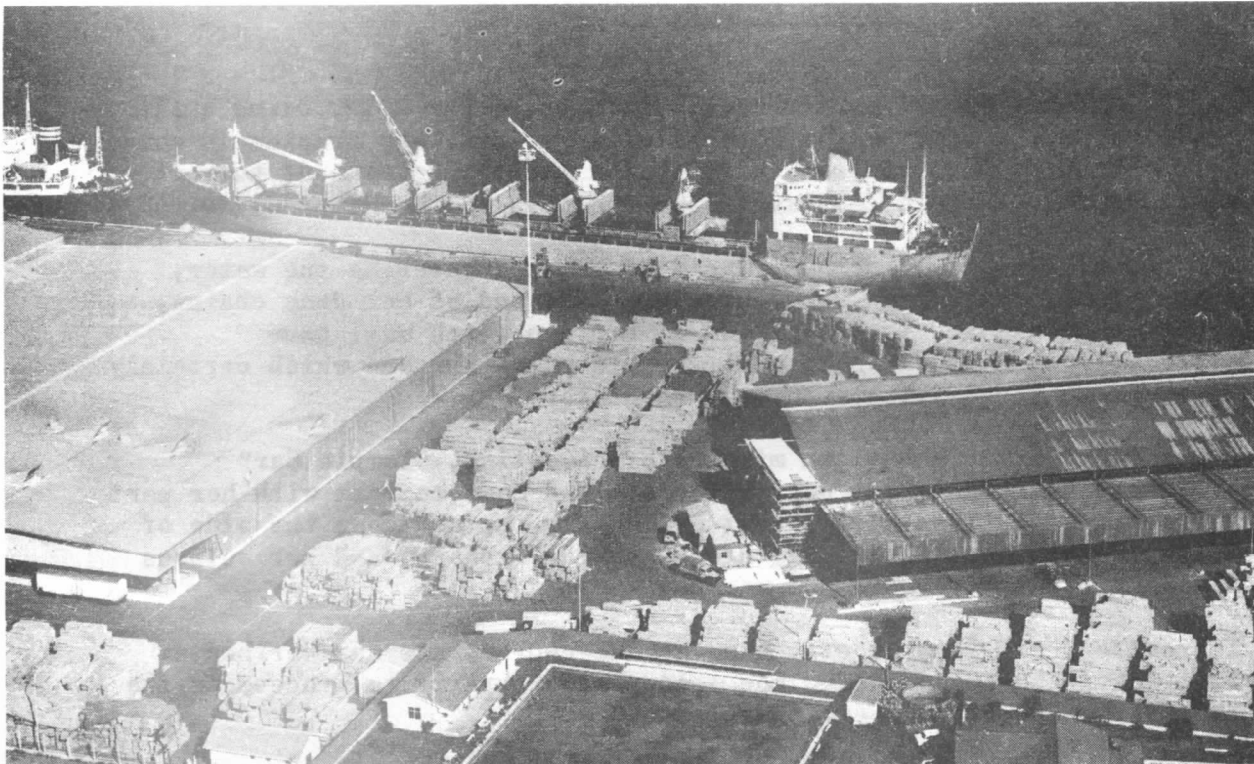
At the moment, 20 million board feet of No. 3 grade is about the limit that the industry can supply, but if approval is won for the use of higher grades for construction in Britain, a further market could open up.

Fletcher Timber has also made another breakthrough into the United Kingdom market this year - with plywood, which traditionally comes from British Columbia. The order secured was for two million square feet of radiata plywood for crating, worth nearly \$100,000. The shipment will go to Ford's motor works at Dagenham. Again, this is expected to be continuing business.

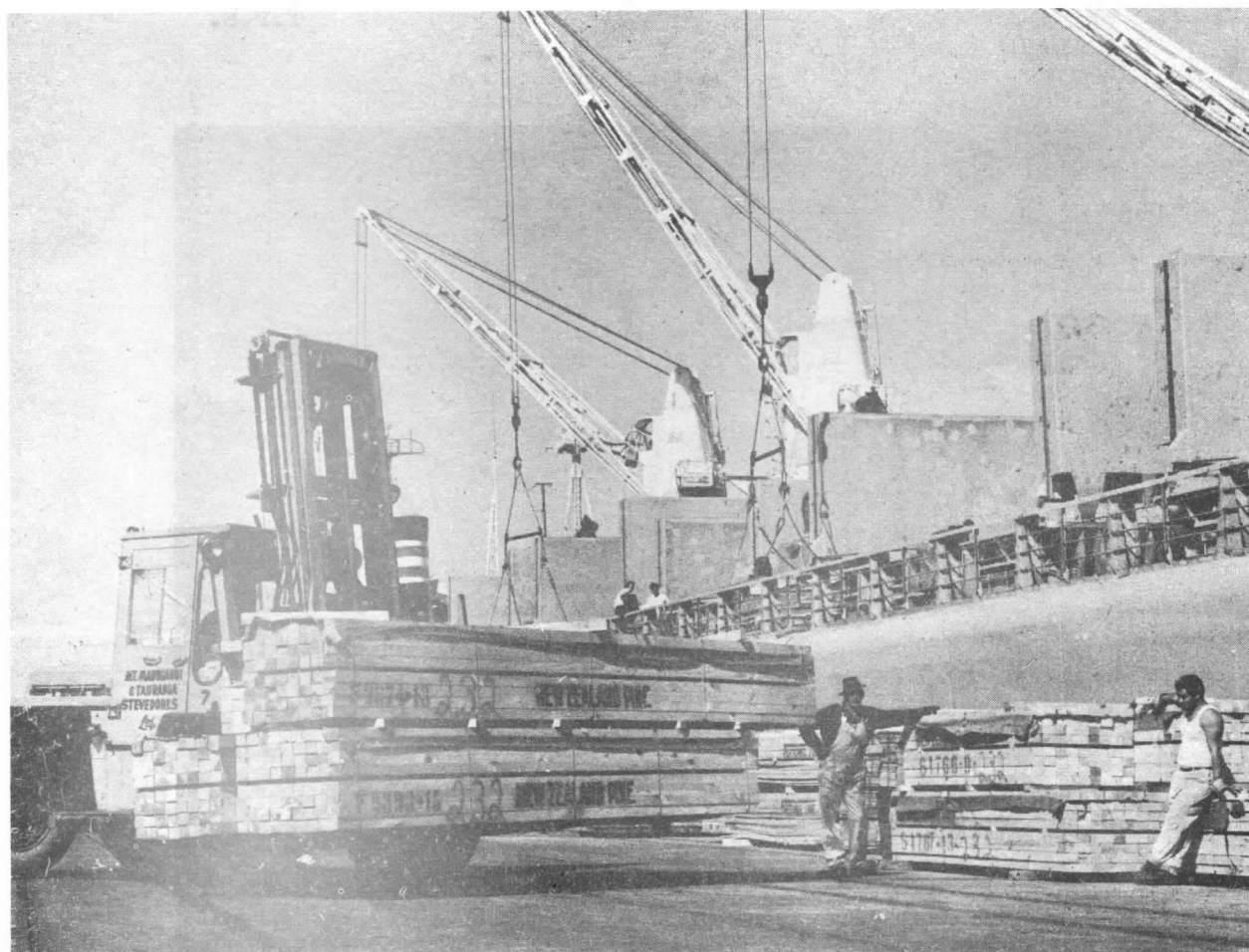
An important part about this new market is that it will not be affected if Britain joins the European Common Market, because the EEC is a timber-importing group.

The "Cape Wrath" arrived at Mount Maunganui on the 21st April, 1970 to load the radiata pine and subsequently discharged the timber at Liverpool and Swansea.

We are indebted to the Editor of The New Zealand Weekly News for his permission to reprint the above article and the accompanying photographs.



One of the problems of marshalling seven million board feet of dressed timber is keeping it dry. Part of the shipload is shown here under tarpaulins awaiting loading into the holds of the "Cape Wrath" at Mount Maunganui



Radiata pine bound for the United Kingdom market is taken from store on the wharf to alongside the "Cape Wrath" ready for loading by the ship's cranes

LAUNCH OF m.v. "TEMPLE BAR"

At 14.40 hours on 1st September, 1970, Ship Number 101G, being built at Govan, Glasgow, by Upper Clyde Shipbuilders Limited, was graciously named "Temple Bar" by Mrs. D. J. Palmar, wife of the Deputy Chairman of Lambert Brothers (Shipping) Limited, and sent down the ways to the River Clyde.

The actual launch was without incident but, on entering the water, instead of 'bringing up' and lying quietly at the end of her drag chains, "Temple Bar" put on a lively exhibition of her own which must have embarrassed the tug masters who were trying to catch her and which certainly provided excitement and anxiety for the spectators.

Eventually, after about ten minutes of cavorting, "Temple Bar" condescended to be caught, but only after she had come to rest with her port quarter rubbing affectionately, albeit grindingly, up and down the side of an inoffensive Swedish vessel lying at Meadowside Granary, and her bulbous bow nuzzling the slipway where she was built.

Thereafter, all went quietly and, in due course, she was berthed at Meadowside Quay, thereby enabling the cold platform party to proceed to the Board Room for very welcome refreshments.

Some people say that "Temple Bar's" Terpsichorean activity was occasioned by the boisterous westerly wind which was blowing at the time of her launch but, being an incurable romanticist, I prefer to think that even at this early stage she was displaying a will of her own and had already acquired that mysterious quality called 'Maru' by the Japanese which goes to make a happy ship, well liked by all who sail on her and a profitable and trouble-free investment for her Owners.

T.P.E.



"Temple Bar" entering the Clyde



m.v. "Temple Bar" awaiting her tugs

Some photographs taken by Cadet
D.K. Lunn whilst serving on board
"Cape Clear".

Right : Chief Officer J.E. Jennings
in the Wheelhouse of
"Cape Clear".



"Baron Renfrew" discharging
phosphate at Port Lincoln.

This is, apparently, 'A
close-up of a whale'!





Cadet Ian McKenzie painting the accommodation.



A typical Japanese coaster, near Wakamatsu, Japan.



A cobbler of Wakamatsu busily engaged at his trade on board "Cape Clear".

Q U I Z.

1. What is the origin of Cape Wrath's name?
2. What is a teasel?
3. What is the Loganberry a cross between?
4. Which is the oldest city in Europe?
5. By what name was Oslo known prior to receiving its present name, and when was the name changed?
6. What is the origin of the 'One O'clock Gun' fired each day (except Sundays and Holidays) at Edinburgh Castle?
7. Where, and what, is LLANFAIRPWLLGYNGYLLGOGERYCHWYRNDROBW-
-LLLANTYSILIOGOGOCH?.
8. What does 'Niagara' mean?
9. Who, in an Edward Lear poem, 'went to sea in a sieve'?
10. Which Cardiff man, well-known for a number of popular musicals, wrote the song 'Keep the home fires burning'?
11. What breed was known as the royal dog of China?
12. In Hamlet, who was King of Denmark.
13. In John Steinbeck's 'The Grapes of Wrath', what was the state 'flowing with milk and honey' which was the Joad's destination?
14. What is the fastest stroke in swimming?
15. Which English poet wrote a poem on his blindness?
16. What would be the nationality of a stamp with 'Suomi' printed on it?
17. One of Chopin's compositions is a 'berceuse'. What is a 'berceuse'?
18. Who, in literature, listed amongst his friends Mole, Ratty and Badger?
19. What is the Parliament of Iceland called?
20. What is a virginal?

(Answers on Page 43)

The following article, written by Look-out Man, appeared in Fairplay of 10th September, 1970 and we are indebted to Mr. W. D. Ewart, Editor of that publication, for his permission to reprint it here.

SHIP MANAGEMENT - SCOTTISH STYLE.

A few weeks ago I was moved to pen a few words under the heading 'What's in a Name?' I would like for a moment to return to the theme. The Lyle Shipping Company and H. Hogarth & Sons Ltd., are two names which have a familiar ring - they have, after all, been with us for quite a while. Nowadays they are linked by a third name, Scottish Ship Management, a joint venture started by them in May, 1968 and in which they have since been joined by a third name which needs no introduction, Lambert Brothers. It is fair to say that Scottish Ship Management is becoming a name as familiar as those of its progenitors, without any of the participating firms losing their individual identities. This rather happy blend of the best features of tradition and up-to-date management techniques typifies the approach of this go-ahead group towards the present-day problems of shipowning.

The group's latest order - four bulk carriers from Upper Clyde Shipbuilders - is reported on page 33, of this issue. These four vessels bring the total fleet either sailing under, or on order for, the group's management to 32, an impressive total even by today's big-fleet standards. The ships themselves illustrate not only the high standards which the group has inherited from its members but, also, the lessons which have been learnt in operating a large bulk-carrier fleet. The group makes a practice of keeping close liaison with ships' masters so as to make full use of their experience and suggestions.

The group is acutely aware that the prime difficulty facing shipowners throughout the 'seventies is going to be that of crewing their vessels. Faced with a shrinking labour force, no effort must be spared to encourage men to stay at sea and also to make the best use of them. The new vessels are designed to operate with general-purpose crews - one answer to the problem. Scottish Ship Management already have two ships in service with G.P. crews and maintain - quite rightly - that in order to obtain maximum benefit from the practice it is necessary to design a ship with G.P. crews in mind.

Another feature of the new vessels is the provision of married quarters, not only for officers, but also for seaman. Again, this is a measure designed to combat the erosion of men from the Merchant Navy. Attention is being paid to feelings of the crew on this matter, however, for such a practice can be double-edged. Not every sailor wants his wife with him at sea and not every wife is at home on the sea. Wives and water sometimes mix no better than oil and water. Although being able to take his wife with him may help to keep a man at sea when he would otherwise seek employment ashore, it is of little use to a couple with a young family, and can never be the complete answer to the problem. Nevertheless, an answer has to be found and I for one will not be surprised if Scottish Ship Management are in the forefront of those supplying the solution.

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'Scrum-base harassment during the West of Scotland v. Glasgow Academicals game on Saturday, 3rd October, 1970. Some readers will recognise a 'kent' face.

As the Clyde bade farewell to the veteran paddle steamer "Caledonia" it welcomed, under the same name, the beginning of another era in the shape of the first drive-through ferry to be brought into service in these waters.

The new "Caledonia" - formerly the "Stena Baltica" from Sweden - commenced service on the Ardrossan/Brodick run on 29th May, 1970. Her inaugural run was not without mishap as she was held up at Brodick for over two hours with generator trouble and the next day strong winds made docking difficult at the same pier. One recalls with some nostalgia that conditions had to be very bad indeed before the same feat proved beyond the capabilities of the old paddlers! However, such is progress. The advent of the family car in such vast numbers has necessitated the introduction on this route of what is now a more conventional type of vessel. No longer is it a case of packed trains and steamers to places on the Clyde like Brodick and Rothesay. Even the popular, and world-famous, 'doon the watter' sail from the Broomie-law, a 'must' for many Glasgow Fair Holiday trippers in the past, has now ceased.

The car-ferry, with its yawning doors, is here to stay whether we like it or not. The p.s. "Waverley", ironically the last paddler to be built on Clydeside and, with some luck, likely to receive a reprieve for the 1971 summer season, is now the sole survivor of a bye-gone era. The pounding of the paddles is now replaced by the churning of the screws! Hail! "Caledonia", all you require is a chance to prove your worth, (which she will have an opportunity of doing during the forthcoming winter season - a great many folk who have written sharply critical letters regarding her will be watching the ship closely.) 'Sail on! Oh mighty ship of 'fate'' (readers please excuse the misquotation!) the future of water travel on the Clyde lies on your decks!

A.H.



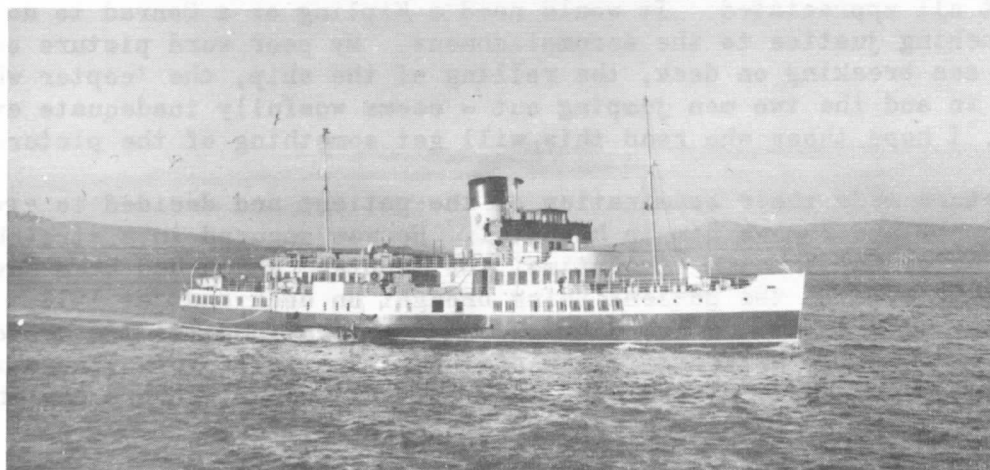
m.v. "Caledonia", ex "Stena Baltica"

Photograph by courtesy of Glasgow Herald.



No! not a hippopotamus looking for a free hand-out at the zoo,
but "Caledonia" discharging (or disgorging?) her cargo at
Ardrossan.

Photograph by courtesy of Clyde Port Authority.



p.s. "Caledonia"

Photograph by courtesy of
C. Lawson Kerr.

Recently I had the heartening experience of having forcibly brought home to me how many dedicated, skilful and courageous people are available and anxious to help in an emergency. This experience related to the treatment and landing of a seaman from "Cape Howe" with suspected peritonitis and lasted from midnight on 1st October, 1970 until 1532 hours on the 4th October. Those involved outside the ship's personnel were Coast Guard Station operators at Portpatrick and Stornoway, Coastal Command aircraft, the Casualty Doctor from Stranraer, Stornoway Airport crews and radar tracking-station personnel on St. Kilda, Royal Naval helicopter and crew from Lossiemouth, the ship's Owners and Owners Agents at Stornoway, as well as all the organisation behind the Coastal Command aircraft and Royal Naval helicopter. All of us owe a great debt to the people and organisations involved for just being there and those of us who have benefitted from their service are even more indebted.

There is, of course, the long, drawn-out suffering of the injured or sick man and the nagging worry of those responsible for him. Both or either of which could be a story in itself. However, this is an appreciation and tribute to the skill and courage of the helicopter crew and doctors who attended and lifted-off the sick man from "Cape Howe". The whole operation climaxed with such staggering speed that the planning and work of the organisations are liable to be lost sight of. I must pay full compliments to all these fine people.

However, the privilege of watching the courage and skill of the 'chopper' boys at work has to be experienced to be appreciated. In our case it went as follows:-

At about 1300 hours we were contacted by an established radio telephone communication with a Coastal Command Shackleton. We were told that the helicopter would be with us at 1516 hours. At 1440 the ship was hove-to with the wind three points on the port bow and a white sheet was spread on No. 3 hatch. The wind was WSW, Force 6-7, with a high sea and heavy swell, sky heavily overcast with drizzle. At 1519 the Shackleton was seen circling the ship and at the same time the 'copter was sighted coming up on the port quarter. The wind was whistling through, moderate gale force, the ship rolling and shipping the occasional sea along the port side. This was breaking white and creaming along the deck and must have looked quite frightening from aloft. I had fully expected that the 'copter would spend some time weighing up the position and keeping my fingers crossed that they would successfully make the attempt. However, without hesitation the 'copter came alongside to port, seemed to swirl into No. 3 hatch and then, to my astonishment and absolute admiration, just squatted ever so gently right down on the hatch! Two doctors jumped out and were rushed along to the patient. The 'copter immediately took off and circled the ship. The whole thing was accomplished so quickly - 'copter sighted through the murk and drizzle at 1519, landed, two doctors disembarked and 'copter away at 1521. The speed, the skill, the courage just had to be seen to be at all appreciated. It would need a Kipling or a Conrad to do anything approaching justice to the accomplishment. My poor word picture of the weather, the sea breaking on deck, the rolling of the ship, the 'copter whirling and swirling in and the two men jumping out - seems woefully inadequate even to me. However, I hope those who read this will get something of the picture.

The doctors made their examination of the patient and decided to give him a shot of morphia and remove him to hospital. He was secured in a stretcher and taken along to No. 3 hatch. Meantime, the 'copter, which had been hovering off, immediately sighted the patient being brought on deck and, at 1531, swirled in and again landed on No. 3 hatch. The patient and the two doctors embarked and at 1532 the helicopter took off and it was all over. The skill, coolness, courage and speed of the operation left all of us who had had the privilege of watching just looking at each other, breathless.

The whole thing left me amazed - astonished - and a thousand other adjectives - but above all, grateful. Grateful and proud. Proud because this was a superlative display of, apparently, effortless skill, efficiency and pure guts performed by my own people. In saying 'my own people' I admit to letting some small bit of nastiness show. It happens thuswise. Some years ago, while

in "Baron Maclay" (August, 1967) I had the privilege of benefitting from similar assistance given by an American 'copter crew off Panama. I was, and am, very grateful to that helicopter crew and the patient concerned received no less benefit. Nor do I think the American 'copter's crew's courage or skill could be faulted. However, over the years one gets, to some extent, indoctrinated to a degree by the all-so-familiar "The Yanks do these things so much better than us and, of course, they have the gear". I have always vehemently denied the "so much better than us" bit. None-the-less, on this occasion the weather was absolutely foul and the 'copter was still brought in to an actual landing on a rolling ship with the odd sea breaking on deck. While admiring and saluting both, I now more vehemently than ever deny the "better than us" part.

A. MacK.

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We're Evelyn and Lori, two young Canadian girls with a sweet tooth for adventure. It took quite a while to plan and save for our hostelling-type venture and the number who pass us along the road will probably total thousands before next Spring takes us back home. We're hitch-hiking, you see.....rucksacks-on-back.

It seems somewhat ironic to me that the first three weeks of our trip have had packed into them some of the most exciting and heartwarming experiences of our lifetime.

'Supernumerary': (what we were!) Collins English Gem quotes it as "in excess of normal number - extra person", etc. It's certainly not a common thing for two Canadian girls to be - and we are still, and always will be, dazzled by our extraordinary luck - (some call it nerve, I don't).

And so, having become quite accustomed to repelling the gasps and fretful moans of friends and family 'looking out for our behalf', we boarded the "CAPE HOWE" on September 26th (1970), full of enthusiasm and ready for almost anything. Yes, we were quite comfortable, indeed very comfortable, in the Owner's Suite and the delicious meals at the Captain's Table produced a delightful sense of well-being. But truly, the biggest and most impressive treat on board the "CAPE HOWE" came from behind the widest smiles, thickest brogues and purest hearts - (notice please, I didn't say a word about souls!) of the men who sail her. We had never had the opportunity before to observe Scotsmen at close range. Anybody listening-in our conversation, no doubt would have been bored to death or just plainly thought 'sour grapes'. Suffice it to say we were impressed! Evie and I made our way around the ship, from the bilges upward, getting to know each and every seaman and the duties he performed. At night we'd gather in the 'smoker' with the 'boys' for gambling and spirits (the absolute shame of it all!), song and discussion.....all this and movies too!! At one time or another during the days at sea we played our own little 'Supernumerary Game' which actually boiled down to selecting a victim and then seeing how well we could muddle up his schedule in order, we felt, to earn our nominal 'shilling a month'. More often than not, however, it was Stomachs First and so the galley was usually our prime target!

It was on one such afternoon - October 1st to be exact - that Frank was putting me on about eating up all the french fries I'd been helping to cook with the remark...."You ate so many there aren't enough for the crew"....he laughed. Later that night it appeared that Frank's ulcers, which had got the better of him twice before, were acting up again. It was an extremely serious matter and no time (right then) to be joking about french fries being to blame. An alarming situation for all on board - helplessly crossing the North Atlantic with a sick, and we feared dying, man....a member of the "CAPE HOWE" Clan, in complete agony. It struck us all and if we who had known Frank for only a few

days felt lost and troubled you should have been there yourselves to see how his mates reacted. The loss of sleep totalled days, the ship was tense with wonder, and Frank's welfare was on the lips and in the minds of all. But never once did the administrations towards Frank even seem like the proverbial 'duty calls'. That is what really impresses us about Scots and any who aren't Scots on board this ship. Nothing is done because it is SUPPOSED to be..... rather because their sense of what is right says that it WILL be. Real MEN in the most important meaning of the word.

The intense episode with Frank served as a climax to the growing feelings we instinctively had for every last person aboard the "CAPE HOWE". Spotting the helicopter on the horizon three days after Frank's attack produced the same kind of thrill as a baseball player running to beat hell from third base to home plate! It was a spectacular sight to all of us - whether in constant motion to keep warm up on the bridge, down on the main deck where all the action really was, or even peering out of a porthole while on duty just to snatch a second's glance....just to be an actual part of this unusual and moving experience. It was over so quickly - the 'spotter' plane first, then the helicopter painted that bright, luminous colour, appearing to be so slight I'd have thought just a breath of breeze could blow it over. It descended shakily but, nevertheless, with confidence on No. 3 hatch in a hectic wind, just like a chicken coming home to nest. They quickly went about their task and vanished inside to the infirmary. So swift and sure was everything that had happened until that moment one could almost feel the pressure lifting with the 'chopper' as it took off and circled the ship, awaiting its return squat. Other circumstances might have caused one to identify that bright thing circling around us as a vulture, an intruder, but, in fact, the entire airlift operation instilled in us a very real awareness of the kind of manoeuvres that must have gone on during the war! It was frightening....in that way only.

Before we knew it the helicopter was down again, the medics were rushing to it with Frank - his mates close by - and in a flash they were gone! And we were so happy for Frank.

I cannot say any more - although there is so much more to say about this ship, our sea-going experiences, the good, good people. As the end of the voyage neared it wasn't really surprising to us that the books we had taken along to help 'while away the hours' went unread, the letters for folks and friends unwritten. Right now, as I'm writing this, it seems to us we've had the frosting before the cake. If we experience even a fraction of the adventure, the kindness, the plain luck of it all we've encountered on the "CAPE HOWE", then our 'sweet tooth' will never suffer decay.

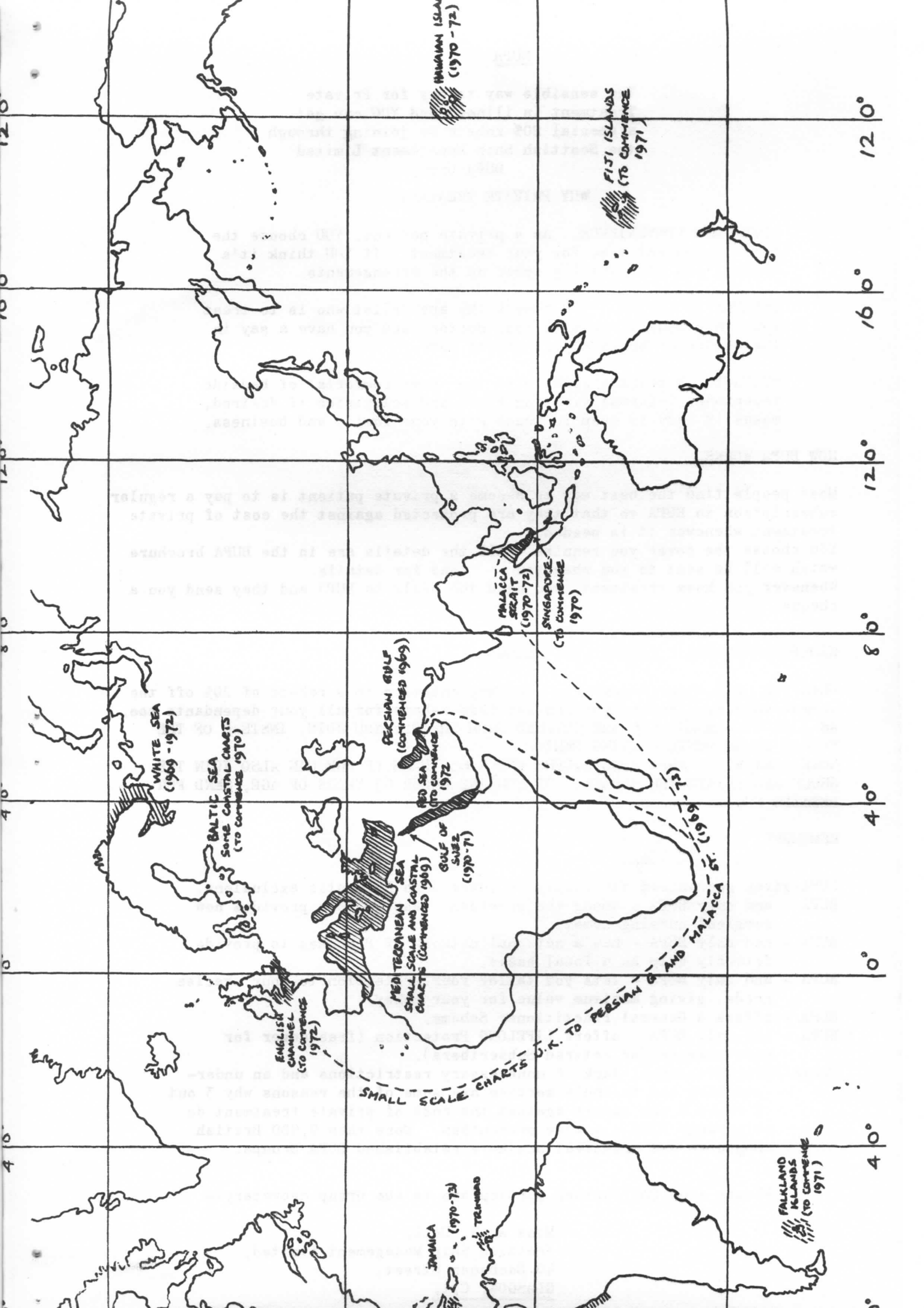
BY THE WAY, FOLKS, be kind, won't you, if you happen to see us hitching a lift on some stretch of road? Those rucksacks can be mighty heavy!

Lori Joudrey,
Bedford, Nova Scotia.

The following comments and the diagram opposite come from the 1969 Report by the Hydrographer of the Navy.

Chart production is still affected by continuing shortages in the number of Civil Hydrographic Officers and Higher Grade Draughtsmen, although a vigorous recruiting campaign is continuing. The metrication programme has proceeded at a slower pace than was hoped, only 19 metric charts being published during the year. There is, however, a much clearer picture of how the programme is to be progressed and more than 100 such charts are at present in preparation. The appointment, in August, of a PCHO for a new branch which will concentrate on producing metric charts has been given the opportunity for more detailed planning. Thought is now being given to Home Waters where it is intended to publish the first block of metric charts in 1972.

The number of original documents received during the year was 1174, new foreign charts 315 and new editions of foreign charts 1597 - an overall increase of 427 compared with 1968, an increase of 14%. The number of new navigational charts published was 55 and new editions and large corrections 114.



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Mr. John E. F. Fulton.



John Fulton joined Lyle Shipping Co. Ltd. in January, 1960 after a two-year period of National Service with the Royal Navy, most of this spell having been spent in visiting the sunny resorts of the Mediterranean in the guise of First Lieutenant of a submarine target and torpedo recovery vessel.

He is a founder member of S.S.M. in joint capacity of Senior Operations Assistant with Mr. T.B. Hamilton, the position he presently holds, and John is married, with two daughters.

His hobbies are sailing, R.N.L.I. work (readers will recall his article about Inshore Rescue Boats in the Spring, 1969 number of TRIAD), and service with the Special Constabulary.

Mrs. Rita Gilchrist.

This month we are happy to portray the first of the lady members of the staff to be featured in this section of TRIAD in the person of Mrs. George Gilchrist. It is twenty-one years since Mrs. Gilchrist joined Lyle Shipping Co. Ltd. as Allotments Clerkess and Overseer of Crew Mail. Over the years she has become well known to many of the seagoing staff, their wives and their children and has aye been ready to serve tea on their office visits. Recently, she moved from the Allotments Department, where she will be much missed, to assist in the Agency Department, but she will continue to look after Crew Mail. She is a founder member of S.S.M.

In her spare moments she is an inveterate shopper of foodstuffs to feed 'George' and in the summer months takes a very active interest in bowling. Now that she has completed her majority with Lyle and S.S.M. we look forward to the next twenty-one years.



Mr. T.B. Hamilton.

Tom Hamilton was born in, and is still a resident of, Paisley. He is married and has two daughters, the recent birth of the younger being reported elsewhere in this issue.

Tom joined H. Hogarth & Sons Ltd. in 1953 and while with Mr. J. Pollock in the Agency and Berth Service he received 'the call' to H.M. Forces, thereafter serving two years in the Royal Air Force in this country and Hong Kong. In 1958 he returned to the Agency Department, later moving to the Management Department. His hobbies are hockey and 'gardening' and he, too, is a founder member of S.S.M. Ltd. and, with John Fulton, is Joint Senior Operations Assistant.



At the time of its purchase, there was some doubt as to its authenticity. His wife, who was with us for the voyage, considered it a waste of money. The wallah who offered it for sale insisted it had been around since before Bwana hit Africa and, after all, he was flogging it so he should know! I, as an innocent bystander, admitted that the thing looked genuine enough although I'm the first to admit that the Japanese are clever people. Regardless, the asking price of \$100.00 U.S. seemed on the high side but by astute bargaining the purchaser brought the deal to culmination at \$25.00 and both parties appeared well satisfied. What it really is we may never know, but when it eventually arrived in Glasgow its first stop is to be the Kelvin Museum for survey. For now, we are calling it a Devil's Mask, and with very good reason.

Allow me to describe it. Although carved from wood, it is metallic in appearance, originally black but with a greenish tinge - this giving it the air of antiquity. It is about eighteen inches long and about nine inches wide. It has three eyes, the third being bottom centre of the forehead, a long straight nose, a mouth with lips parted, goat-like ears, horns where they should be and with a bird rather cleverly carved on the head with its long beak embedded well down into the top centre forehead. It is particularly well carved but aft, although hewn out to about a half-inch thick, there is not quite the same craftsmanship in evidence. Here we might safely assume that the rear is the handiwork of a first-year apprentice.

After it came on board it found its home on the bulkhead of an un-named dayroom, the ship's crest taking second place and losing its hook for a piece of cord. For the next few days it became a spectacle of riotous hilarity, oft times withdrawn from its place of honour and danced giddily around the accommodation. However, as with all new toys, the novelty wore off and the Thing, uncomplaining throughout, was left in peace, eventually to be put alongside the dressing table in the bedroom forgotten.

Africa is slow in awakening, we are told, and revenge is sweet - as we shall see. Five weeks later found us at Sept Isles and engaged on a heavy afternoon and evening of 'routine maintenance and repair work'. After the job was put back and everything shipshape, the Brass decided on a midnight meal so, after a quick wash and brush-up, the pair hit the sidewalk to the nearest licenced Steak House. A most enjoyable early morning ensued as the law in those parts permits intoxicants to be consumed until 3 a.m. Due to the lateness of turning-in and the anticipation of a mid-morning departure, sleep was not long for our revellers. It was, therefore, understandable that both turned-in very early the following night, the Thing's owner crashing at 8 p.m. At 2 a.m. the next morning, in his own words, he awoke "in a fear". Something had disturbed his sleep and on looking around the bedroom he observed, diagonally across from him, a psychic effluvium in white. Being a sensible sort of chap, he shut his eyes again thinking (and hoping) his imagination was running wild. On reopening his eyes, and having had time to readjust their focus without the aid of his spectacles, he discerned that the apparition was no less than a man, which at first glance, dressed in a white robe and doing either a good imitation of the 'Watutsi' or putting on his socks, as the legs were raised high and bent at the knees. Every time the 'dancer' lifted his legs he appeared to utter a sound described "as a 'tish' sort of noise"! This was inrhythm with the dance. I must confess that this latter aspect had me a trifle worried and I must have backed off slightly for I was hurriedly assured that it was quite distinctly audible.

At this time no thought was given to the Thing, so it is difficult to know whether 'Lionel Bart' was in fact a European, J. C. Himself, or a native who had friends in a blanco store at a U.S. base. It is doubtful whether this question will ever be answered as my informant was by this stage, to say the least, in a state of terror and his recounting of the tale had become somewhat incoherent, in spite of the fact that nearly twenty-four hours had elapsed since the incident.

Now, as most of us are aware, native dancing is carried out in a frenzied atmosphere whereas Lionel Bart here was operating in slow motion. I was given a most impressive demonstration and thought that my shipmate had missed his vocation.

To carry on with the story. It was here that sanity returned for a very few moments and the light switch was sought. It was only after discovering that the switch was missing from its former berth that panic set in once more and sixty seconds elapsed before it found its way back to where it should have been. One thanks God at this point for Thomas Edison and his wonderful invention which cast welcome light into the room and at the same time shudders to think what havoc a box of matches and a bulkhead dynamo would have caused in those trembling hands. When able to see, the figure was no longer evident but behind where it had been lay the Thing, with the 'tish' still persisting. My shipmate, unable to stand any more, cracked and baled out, fleeing to the quarters of the Catering Officer who at the time unaware of his shipmate's plight, was hard fast in dreamland himself. This happy state was not to last, which is not surprising when a frenzied fifteen-stoner suddenly lands on the bunk.

Credit must be given here to the Catering Officer, who on being so rudely awakened, showed great presence of mind by enquiring the nature of his colleague's discomfiture. Others in similar circumstances have been known pointedly to ask the offender to kindly desist and take himself off. However, not in this instance. After listening patiently to the foregoing story, the Catering Officer diagnosed a clear case of the 'd.t.'s' and offered to lock the Thing away in the Bond Locker, along with the other shipboard spirits! However, to solve the immediate problem, he became the 'locum tenens' as custodian of the Thing, thereby hoping to assist the owner in further sleep.

After breakfast, when the news became public, the owner's partner at the midnight meal offered to take over and exorcise the spirit, should there be one. It should be mentioned here that this shipmate had some experience in this field as he is an avid reader of certain well-known 'Digest'. The impious object once again moved house and was, therefore, available when the time was more opportune for the exorcism. During the afternoon, as is the custom, this shipmate got his head down for a couple of hours. Sleep came with ease but, unfortunately, not for long. Whether his previous thoughts played on his subconscious or not I don't know, but his dreams took him to the jungle where he saw a mask with two bright red eyes staring at him through the trees. What then happened precisely is anybody's guess but it is a fact that the Thing yet again got the order of the boot and it found itself yet again in a new home, that of the first-tripper Second Lecky. That astute gentleman, always one for a quick buck (so it is said!) did an admirable but fruitless canvass on his fellow officers stating that for a fiver he would turn in with the Thing and enjoy a quiet night. Whether or not he took it to bed we don't know, but what we do know is the lad still appears cheerful and still acts as 'mine host'. The true owner has now settled down quite well and seems in no hurry to repossess his objet d'art.

There must be a moral here somewhere but we can't put a finger on it. Possibly one should not trifle with African bric-a-brac or, alternatively, one should be more careful of the Vino Collapso one drinks and its possible after effects. Who knows? I leave you, dear reader, to ponder over it and try and find an answer.

Amos Key.

THE MASK.

O' Tam o' Shanter you'll hae heard,
Warlocks and witches a' in the dance
An' thought it just a wheen o' words
But spirits are a thing of fear.
An' care na fur the thoughts o' man
Be they bright an' fu' o' leer
Or daein' jest as weel's they can.

Oor tale is o' an African Mask,
Bought as antique souvenir
From an Afric dealer in sic trash
By a big an' burly engineer.
He swore it wus as true as true,
It was real, he'd tak an oath,
Tae look at it wud mak ye grue
An' turn the very gods to wrath.

The owner o' this Mask in life -
His history maun's been awfu' gory,
An' lived in time o' fear an' strife
If ye wud jist list oor hero's story.
He had the thing a month or mair
When the spirit o' that evil face
Reared up an' scattered in the air
Oor hero's wits without a trace!

After a night o' food an' ale
Oor hero swore he cared nae whustle
Fur ghaists an' haunts an' sic travail,
Hoodoo's wur jist blackman's truckle.
The food wus guid, the spirits better,
They'd nicely fill his guid wife's letter,
But whit did chance is noo notorious.

This is jist hoo things befell
The time wus up so off to bed
Wi' spirits high an' tales tae tell
Tae get turned in he wud be gled.
O' drink he'd taken but wusnae fu'
Or so he says, an' he should know!
But, my-oh-my, in what a stew
When ott the Mask the haunt did grow.

It jinked an' danced aboot the room
An' by his tale wus grim an' eerie,
Loupin' an' jiggin' in the gloom
Wi' great todo he fand the leerie.
An' still the evil o' the Mask
Danced to pound o' dead tom-tom
Oor hero fand it quite a task
Tae explode frae bed jist like a bomb.

But up he sprang wi' Eldrich yell
Not waiting fur his breeks tae reach,
Oot the room like bat from hell
The Barrier of sound tae breech.
Straight he flew tae Jimmy Blair,
Clutched him tight, gibbered an' moaned.
The tale he told made Jimmy stare,
"D.T.'s", says he, then turned ower an' groaned.

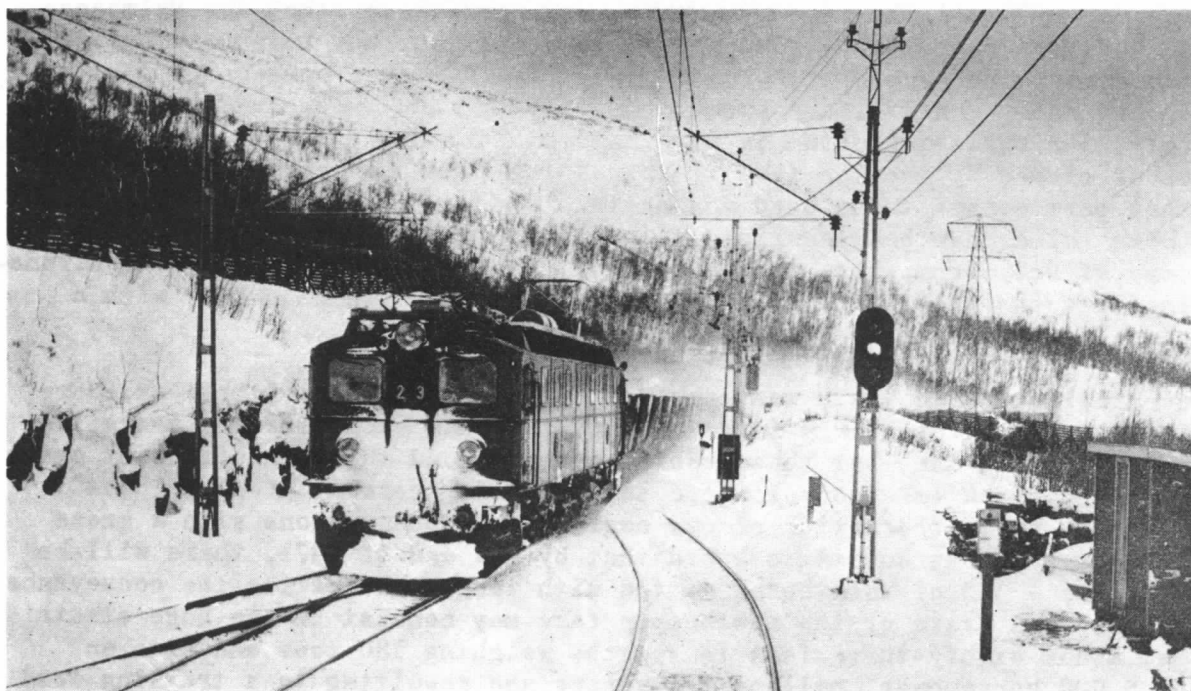
Oor hero widnae be dedied
An' convinced Jimmy against his will
The spirit o' the Mask he spied,
Jiggin' an' joukin' as tho' he'd grill
"Weel", says Jimmy, a' joucond,
"Bring you the spirit richt doon here,
We'll lock it richt up in the bond
Wi' t'other spirits an' the beer!"

Noo ilka mithers sons tak heed
If a nicht oot is yur plan
And after! Comfort is youn need
Don't go tae Blair, he's no yur mon!

Some readers will recall an article 'Iron From The North' which appeared in the October, 1968 issue of TRIAD, telling the story of the Quebec North Shore and Labrador Railway, whose sole role in life is to bring Iron Ore mined in the Ungava district of Labrador, south to Seven Islands, on the St. Lawrence River, for shipment. As railways go, the Q.N.S. & L. is comparatively new - being opened to traffic in 1954 - and there follows an account of another, but somewhat older, railway whose main function is also the movement of great quantities of Iron Ore from the mining source to points of shipment.

Periodically, the northern Norwegian port of Narvik appears in the Weekly Fleet Movements List when one of the Ore Carriers has been fixed to load an Iron Ore cargo there. Narvik has, for many years, been an important Ore shipment port and, indeed, its existence was one of the reasons why the Germans invaded Norway in April, 1940 - to capture for their undisputed use an all-year-round ice-free Ore loading port which would guarantee them a steady supply of Iron Ore for armaments - the Baltic of course being frozen for five months of the year.

In the far north of Scandinavia, 600 miles north of the 290-mile long Oslo/Bergen main line (which had presented innumerable building problems before Norway's first and second cities were connected by rail and had taken twenty-six years) is to be found another line which, climatically at least, presented even greater building problems. In the wilderness of Lapland is to be found a mountain, Kiruna, immensely rich in Iron Ore. To develop this great Ironfield it was necessary to gain access to a seaport and so came into being the Ofoten Railway (as it was called at first), a continuation of the Great Northern Railway of Sweden, from Gällivare through Kiruna and Riksgransen, on the Norwegian/Swedish frontier, to the coast at Narvik, lying at the head of the Ofot Fjord. It was in 1883 that a group of financiers had secured the concession to build a railway from Ofot Fjord to Luleå, the Swedish port at the head of the Gulf of Bothnia, and accordingly organised the North of Europe Railway Company, afterwards called the Swedish and Norwegian Railway Company. This concession was later taken over by the Governments of the two countries and by them the railway was completed. British engineers built the first section of the railway to be opened to traffic, in 1887, between Gällivare (now one of the two principal mining areas, the other being, of course, Kiruna) and Luleå. Not only did British engineers build this line, but the first ore trains were hauled by British-built locomotives - Beyer Peacock 0-6-0's, usually three to a train, and it can only be imagined what the engine crews endured during the winter months in that terrible climate.



An electrically-hauled Iron Ore train, running empty from Narvik to Kiruna, passing through Torneträsk, Sweden, well north of the Arctic Circle, during the winter.

(Photograph : P.F. Winding)

This line, the most northerly trunk railway in the world, crosses the wildest and most lonely part of Scandinavia, a world of ice and snow for much of the year. It is now known throughout Scandinavia as the Malmbanen and after 1887 it was extended steadily, first to Kiruna in 1902 and, in 1904, to Riksgransen. The Norwegian section between the border and Narvik had been completed in 1902 and is owned and operated by the Norwegian State Railways (NSB) - the longer section in Sweden being run by the Swedish State Railways (SJ). A great part of the line is heavily graded with severe curves and the most difficult section is the Norwegian part, a distance of 38 km., in which the rails rise from sea-level at Narvik to 1,700 feet at the border, which means that much of the ruling grade is about 1 in 50, extremely steep for any railway but particularly so where long, heavy Ore trains are operated. The steepest parts of the Swedish section have been held to 1 in 100. It is fortunate that Kiruna and Gallivare are both situated on an inland plateau at 1,500/1,600 feet which means that the gradients generally favour loaded traffic. The rails cross the top of the Norwegian mountain backbone which, in this area, is even more rugged than it is in the latitude of the Oslo/Bergen line referred to above. The Ore traffic using the Malmbanen is divided approximately with twenty million tons a year being moved from Kiruna north-west to Narvik, nine million tons from Gallivare south-east to Lulea and one million tons in each direction between Gallivare and Kiruna. The respective quantities underline the relative importance of ice-free Narvik.

In the early years operation by steam presented obvious difficulties and it is not surprising, therefore, that conversion to electric traction was mooted at an early stage. The Swedish section was, in fact, converted to 16,000V. A.C. between 1915 and 1922 and the Norwegian part the following year - to 15,000V. As recently as 1964 a new 50 km. branch, linking the main line with Svappavaara, was built, a new mine having been opened at the latter place. As much as three million tons of commercial grade Ore is shipped out over this line in a year, being exported via Lulea after processing at the main underground plant at Kiruna. The Kiruna mine lays claim to being the largest in the world and it is here that a vast, underground 'city' is to be found. The heart of a 2,000 foot 'mountain of iron' has been hollowed out and an entire system of roads, bus services, railways, workshops, restaurants and even a swimming-pool built. Within the mine itself are twenty miles of metre-gauge electric railway, used to transport the Ore from the workings to the trans-shipment point where it is loaded into standard-gauge cars for transport to Narvik or Lulea. This transfer point, too, is underground. If all this work was not done underground, the winter temperatures of anything down to -40° C., would bring operations to a freezing halt. The extreme severity of the winters makes it all the more remarkable, and creditable, that the Malmbanen is able to continue operating all the year round. If for any reason it ceased to function serious hold-ups at the mine would result with a consequent loss in production and money. Winter and summer the railway remains operational and, not surprisingly, the busiest section is that between Kiruna and Narvik but the fact that Lulea is closed by ice for five months of the year does not mean that the line to that port ceases to be used during this period. The marshalling yard at Swarton, near Lulea, has been equipped with storage facilities for up to five million tons of Ore, from where it can be moved to the loading quays. The Kiruna-Narvik line sees the passing of up to twenty-five loaded trains a day, with a corresponding number of empty trains returning to the mines.

Prior to 1964, each train was composed of sixty or seventy three-axle Ore wagons with a capacity of thirty-five to forty-two tons each, meaning a trailing load of perhaps 3,300 tons but these vehicles were found to be insufficient and so, in 1964, the track was reconditioned to take fifty percent greater loads. This resulted in the introduction of new bogie-type hopper wagons with a gross laden weight of 100 tons and it is hoped that by the end of 1971, there will be 1,350 in service - 350 of them being fitted with larger bodies for the conveyance of Iron pellets. A train of the new hopper cars may consist of one huge electric locomotive, about eighty-three feet in length, weighing 180 tons and with an out-put of 5,000 horsepower, pulling fifty cars and resulting in a trailing load of 5,000 tons and a payload of 3,900 tons. In spite of this weight and the severe gradients and curves, loaded speeds of 37 m.p.h. are maintained and 44 m.p.h. for the returning empties. A strict timetable is maintained and all trains are scheduled to cover the 165 km. between Kiruna and Narvik in 4½ to five hours, which calls for smart acceleration after halts in passing loops - the line being single-track.

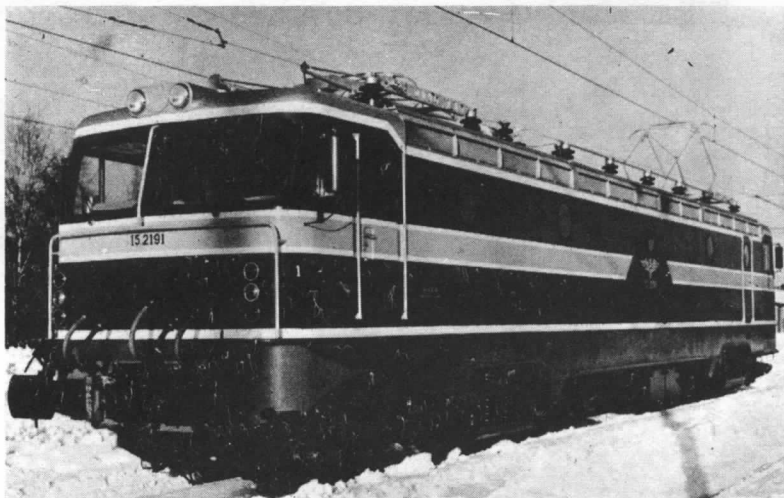
Because of the severity of the climate and density of traffic, quite exceptional safety precautions are necessary. This is underlined when it is realised that temperatures between 80° F. in summer and -40° C. in winter can result in blizzards, avalanches and landslides. Accordingly, the very latest safety devices and warning systems are employed throughout the length of the line and the use of these not only means first-class safety but also that the line is used to maximum capacity and has, therefore, so far obviated the need for double-tracking the system. An enviable record of reliability is evident when it is mentioned that, in recent years, the most serious delay to traffic on the line lasted no longer than five hours.

The principle depots for electric traction are at Notvik, near Lulea, Kiruna and Narvik, these being combined motive-power and repair depots. General overhauls are dealt with at Notvik, intermediate overhauls at Kiruna and Narvik looks after the Norwegian-owned equipment. These latter locomotives share duties with the Swedish machines as far as Kiruna and the Swedish locomotives travel as far as Narvik. It is interesting to note that the Norwegian section remains isolated from the rest of the NSB system after nearly seventy years.

Understandably, passenger traffic on the Malmbanen is fairly light with perhaps five daily workings over the major portion of the line. There are, however, in addition to the purely local services, two daily through services between Narvik and Lulea and Stockholm. One of these is a 'name-train', the Nordpilen, which covers the 1,580 km. distance in a fraction over twenty-four hours and both trains offer a high standard of comfort with restaurant and sleeping-car facilities. This entire system is electrified.

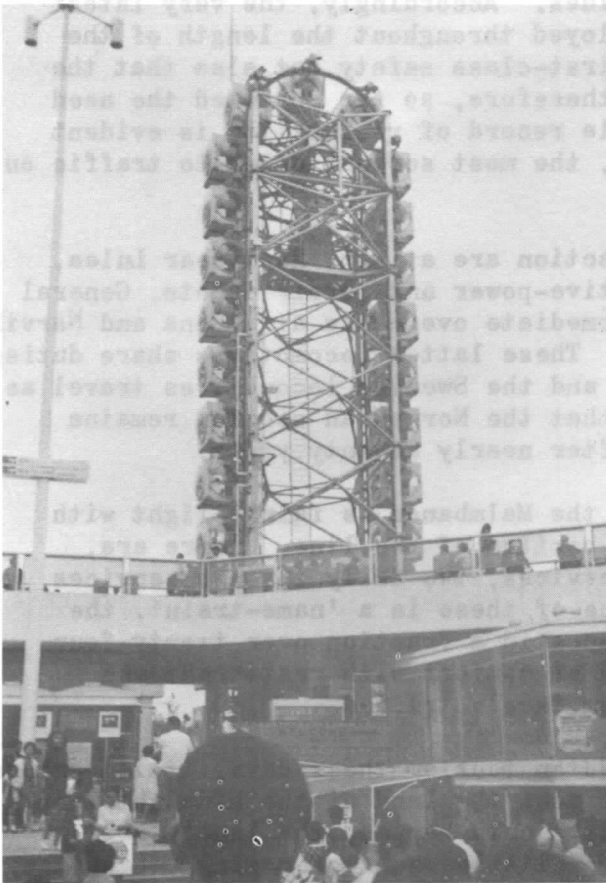
With the ever-increasing accent placed on tourism these days, it is perhaps possible that the Malmbanen, spanning as it does the Land of the Midnight Sun, might become a holiday goal but even if this should happen, the line's real purpose in life will remain as a remarkably reliable means of moving Ore on the first leg of its journey to the outside world. In spite of the tonnages already moved over the Malmbanen, the line has not reached its maximum capacity although any substantial increase in traffic would involve double-tracking some sections. Single- or double-tracked, however, the running of the Malmbanen is an outstanding example of efficient organisation and management.

We are indebted to P. F. Winding and Railway World for many of the facts and figures, and the photographs, in the foregoing article.



One of the latest Norwegian locomotives operating on the Malmbanen, placed in service in 1966. Each unit has a power output of 7,350 h.p. and they are normally worked in pairs.

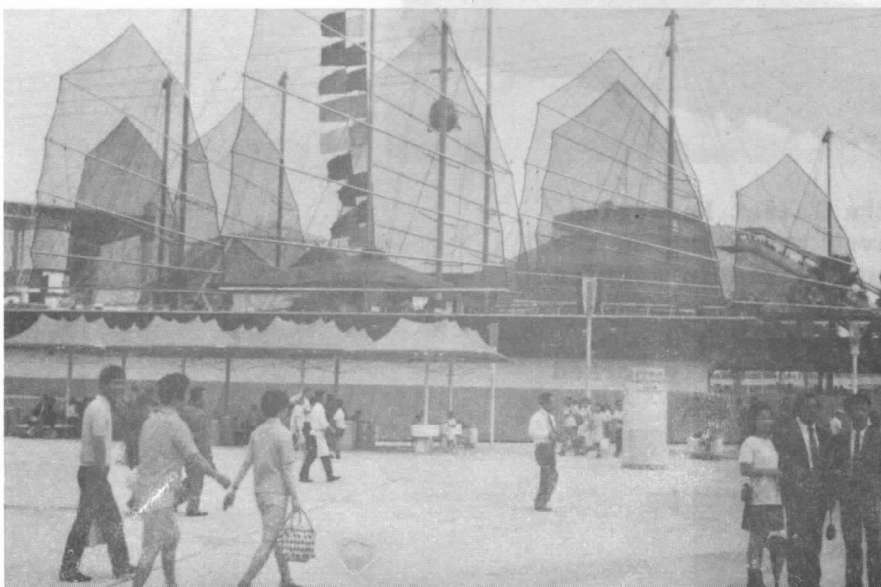
Mr. D.F. Wilson, Radio Officer, has sent us some photographs taken at Expo 70, Osaka, when "Temple Arch" was in Japan.



Left : The Revolving Cage, in which one 'downed' a cup of coffee before coming to earth again.



The Tower of Light in the Main Theme Pavilion.



The Hong Kong Pavilion. The sails of the junk were raised and lowered twice each day.

A queue waiting to enter the Japanese Pavilion on an average Sunday.



The Hitachi, Astrorama and Japan Electric Light Company Pavilions.

The Sunimoto Pavilion, which contained Fairy-land, Peter Pan, etc.



In previous issues of TRIAD some general information has been given about the College and the changes in courses for Navigating Officers and Cadets. I propose to outline the development of the Engineering Department to the present and near future in the College and to outline the changes which are taking place in the training of Engineer Officers and Cadets.

As has been previously stated, the Engineering Department of this College was transferred from Stow College of Engineering (Marine Engineering Department) when the College opened in August, 1968. When in Stow College, the Department dealt only with courses for seagoing Engineer Officers studying for Board of Trade Certificates from Second to Extra First Class grade, and for Cadets sitting for Part A of the Second Class Certificate following a two-years full time course of tuition at the College. Ordinary National Diploma Courses for Cadets were conducted by the Mechanical Engineering Department of Stow College. Courses for Phase III of the Cadet Scheme were conducted by Springburn College of Engineering.

When the Glasgow College of Nautical Studies was under consideration it was decided that all courses in Marine Engineering should be offered at this centre. As a first step, the Ordinary National Diploma courses were transferred so that all Cadets taking Phase I (i.e. the first two years course of full time tuition) came under the control of a single Department. Unfortunately, it was not possible to provide workshop facilities for either Phase I or Phase III and these are still provided by Stow College and Springburn College respectively.

The next phase of development of the College includes the provision of workshops for both Phase I and Phase III. The Phase I workshop will be equipped to provide training in fitting, machining, welding and other joining processes. For Phase III a large Power Plant Laboratory will be provided, housing a variety of typical types of Marine units. In addition, a Controls Laboratory will be built for the use of both Phases and also for Engineer Officers taking Board of Trade Certificate Courses. This project should be complete for the term commencing August, 1973. The centralizing of all Engineering Courses in the College will obviously provide greater overall facilities and make possible the provision of additional short term courses for retraining as the need arises.

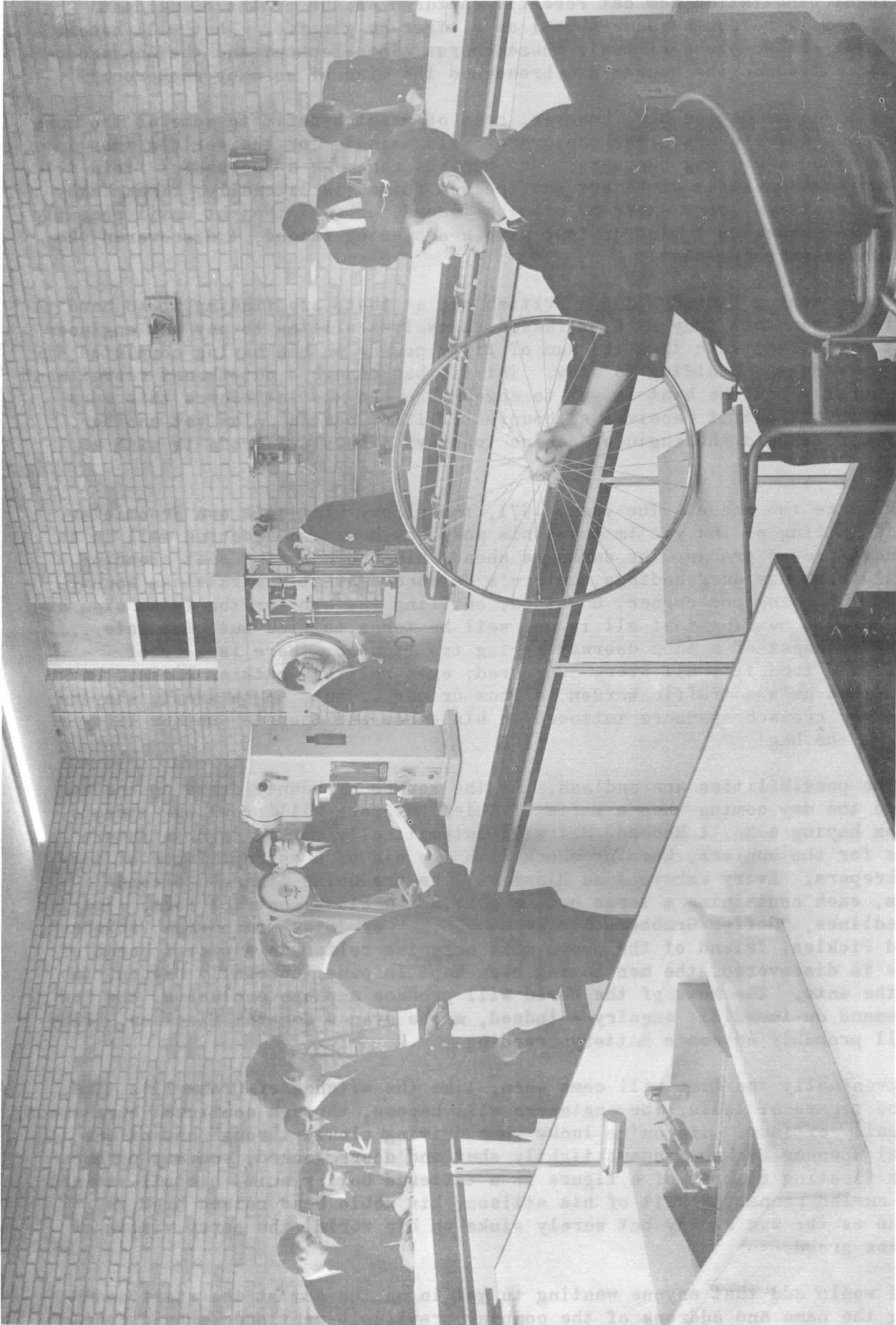
Courses for Board of Trade Certificate of Competency.

The Regulations for the Examination of Engineers in the Merchant Navy (1958) Edition was reprinted in 1969 with minor amendments to the syllabus content. There is no change in the number of subjects or form of the examinations. Over the years, however, there has been a gradual extension of the work covered for the various grades of Certificate within the existing Regulations and this trend continues. In particular, there has been a greater emphasis on electronics and controls in the subjects affected. The main change at present is that from January, 1971 all Board of Trade examinations will be conducted in S.I. units and at present these units are used in all Engineering courses at the College. Until the end of this year candidates are given the choice of an examination paper in traditional or S.I. units for all subjects, so the present time is one of changeover.

The Extra First Class Certificate of Competency has recently been accepted by the Council of Engineering Institutions (C.E.I.) as a complete exempting qualification for their examinations. The other main exempting qualification is an Engineering Degree of a British or acceptable overseas university. In future, this level of qualification will be necessary for an Engineer to qualify for Chartered Status. It appears likely that the means by which sea-going Engineers will obtain this status is to gain an Extra First Class Certificate of Competency. This obviously increases the importance of the Certificate and makes its acquisition more desirable.

In a future issue the changes taking place in the training of Engineer Cadets will be outlined.

D. Duff,
Head of Engineering Department.



Students receiving instruction in part of the Mechanics and Materials Laboratory

Photograph by Ralston and printed by permission of B.P. Tanker Company

With the continuing spread of civilization and the corresponding decrease of the areas of untouched country on the earth's surface, wild animals for the zoos of the world are, reportedly, in very short supply. In twenty years time it may no longer be possible to take the kids to the zoo - after all, what child is going to gaze, entranced, at a cage full of ferrets, and even the magnificent ring-tailed tom cat recently captured on the plains of wildest Partick, hardly holds the same appeal as a tiger or giraffe. What will become of that well-known piece of music whose chorus 'The Elephant and the Kangaroo' which has enlivened the hearts and broadened the mind of so many smokers?

This sad situation has, however, been of great benefit to some of the more unscrupulous adventurers. The capture of wild animals for the world's zoos is now, more than ever, big business; the man who can make a successful field trip, returning with a couple of tigers and the odd rhino, is literally, financially on easy street. A sorry state of affairs indeed, or so I thought until recently when, whilst browsing a pint or four with a seafaring friend, I discovered the following astonishing fact.

One shipping company, and a British one at that, are finding it so hard to get hold of men that they have expressed themselves willing to pay any engineer signing a contract with them the sum of fifty pounds on his having completed six months service and deciding to stay. This is bad enough - cut-throat recruitment at its worst - but the best is yet to come. The man who introduces this rare specimen to the outfit receives a 'bounty' of fifty pounds, plus yet another fifty pounds should the engineer decide to stay. The slave trade is with us again!

Picture the scene. The year, 1971, the place, Glasgow's own Broomielaw. Night is falling as the victim makes his wary way homeward, keeping well in to the shadows, eyes probing the darkness ahead, his brown boiler suit blending perfectly with his surroundings, nature's defence against the ruthless bounty hunters. Reaching the corner, he stops, sniffing the air for the least sign of danger ahead. Sensing that all is not well he turns to flee but, too late.... from the darkness of a shop doorway spring two figures, there is a brief struggle and then it's all over. Cornered, eyes rolling, hackles rising, he insists that he's a traffic warden, a 'bus driver....but, to no avail, they've spotted the crossed spanners tattooed on his elbow and there's another fifty pounds in the bag!

The possibilities are endless. As the source of bounty dries up one can envisage the day coming when a Mafia of Chief Catchers will prowl our streets. Children buying a No. 1 Meccano Set will automatically^{be} marked down as future victims for the hunters, keeping check with the aid of a corrupt force of toy-shop keepers. Every embryo John Bloom will be producing 'Snare a Second' outfits, each containing a large net, a gaff and a blank contract form. Imagine the headlines, "Gaffer Grabbers Strike at U.C.S." or "Star Spannerman Vanishes". Wilfred Pickles, friend of the poor, will organise relief as a secret horde of fitters is discovered, the men having been kept in pens, carefully hidden, to raise the ante. The News of the World will produce a photo exclusive, the Sun will demand an immediate enquiry - indeed, maybe even a General Election. Play Boy will probably advocate battery breeding.

Eventually the time will come when, like the witches of Cromwell's time, like the tigers of India, the engineers will become, through continual harassment, practically extinct. If you're lucky when driving slowly through one of our National Spanner Parks, windows tightly shut and doors locked, you may perhaps catch a fleeting glimpse of a figure in a tattered boiler suit, his oil-stained talons curled round the hilt of his stilson, his noble head raised high in defiance as the sun slowly but surely sinks on his world, the sorry victim of heartless greed.

I would add that anyone wanting to get in on the act at the start and wanting the name and address of the company previously mentioned should contact me, via the Office, enclosing a stamped, addressed envelope and fifty pounds!

QUIZ ANSWERS.

1. It has no connection with storms or wrathfulness, but comes from the old Norse word 'Hvarf' meaning 'Turning' - the turning-point of the Vikings. The Gaelic word 'parph' is from the same source.
2. A plant with large, prickly heads which are used for dressing cloth.
3. Raspberry and Blackberry. It was originally developed by J.H. Logan in California.
4. Cadiz, in Spain. Founded in 1100 B.C. by the Phoenicians.
5. Christiania, in 1924.
6. Originally it was fired to enable ships in the Firth of Forth to check their chronometers.
7. A town in North Wales.
8. An Indian word meaning 'Thunder of Water'.
9. The Jumblies.
10. Ivor Novello.
11. The Pekingese.
12. Claudius.
13. California.
14. The Crawl.
15. John Milton.
16. Finland.
17. A cradle song or lullaby. Usually an instrumental piece suggestive of a cradle song, although it has no words.
18. Mr. Toad in Kenneth Grahame's 'The Wind in the Willows'.
19. The Althing. It is the oldest European parliamentary body in existence, dating from 930 A.D.
20. A small keyboard instrument of the harpsichord family, in which the strings are plucked when the keys are depressed. It has an oblong, box-shaped body and was common in the 16th and 17th centuries.

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CROSSWORD SOLUTION.Across.

1. News.
3. Pleasing.
9. Storm.
11. Toe.
12. Net.
14. Ten.
15. Otters.
16. Me.
17. Eager.
19. Er.
20. Iris.
22. Door.
24. Slut.
25. Genius.
28. Molest.
30. Pits.
31. Mere.
32. Hobo.
33. A.A.
34. Erode.
37. O.D.
38. Retina.
40. Rod.
41. New.
42. Vet.
43. Yewtrees.
44. Rodeo.
45. Tree.

Down.

1. Nest Egg.
2. Wrong.
4. Latter.
5. Aver.
6. Inn.
7. Gates.
8. Amorous.
10. Tea.
- 11A. Oer.
13. Emits.
- 15A. Siller.
18. Editor.
21. Rue.
23. Os.
24. Sore arm.
26. Epode.
27. Nib.
28. Me.
29. The dole.
31. Maitre.
32. Honey.
33. Ate.
35. Order.
36. Doe.
39. Ever.
- 42A. Wow.

ODE TO THE "CAPE RONA".

(With apologies to the 'Workhouse Master')

It was New Year's Day on "Cape Rona"
The happiest day of the year,
The hearts of the men were happy
Having consumed many a beer!
When along came to loyal Agent,
A sack of mail on his back.
He wished them 'Season's Greetings'
And to that the men answered 'Tak!'
Then up spoke their jovial Captain,
Norwegian to the core,
'Please join us for refreshments
Before you head for shore!'
So, accepting this kind offer,
The Agent took his seat
And concluded his Ne'erday visit
With turkey and aquavit!

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The following letter came to light when going through some old files recently.

H & A/M. of W.T.
8466/42

8th August, 1942.

Gentlemen,

I am commanded by My Lords Commissioners of the Admiralty to say that they have read with admiration a report of the splendid determination shown by the Master and Company of your vessel "Cape Horn" when fire broke out at sea in March, 1942. Although the ship was lost, this was in no measure due to her Company, who made a gallant six-hour fight in spite of the very dangerous nature of the cargo.

Their Lordships desire that an expression of their appreciation may be conveyed to all concerned.

I am, Gentlemen,

Your obedient Servant,

(signed) R. Gleadowe.

Messrs. The Cape York Motor Ship
Co., Ltd.,
120, St. Vincent Street,
Glasgow.

This letter refers to the first "Cape Horn", built in 1929 by Lithgows, Ltd., Port Glasgow, which blew up and sank in the South Atlantic east of Ascension Island on the 28th March, 1942 following a fire and explosion which is believed to have been due to a delayed-action incendiary bomb placed in her cargo. At the time, she was on a voyage to Cape Town with a cargo of ammunition.

The 'maxi-tanker' has arrived (see elsewhere in this number) sooner than we anticipated in the shape of the 253,000 ton "Port Hawkesbury"! Not only is she our first but she is also the largest tanker to come to the Clyde, so far. This vessel, owned by Canadian Pacific (Bermuda) Ltd., a part of the Canadian Pacific Group, arrived at Finnart, Loch Long, on 23rd October, 1970 with 246,868 tons of crude oil (70,000,000 gallons) from Mina-al-Ahmadi, Kuwait. She commenced discharge at 5 p.m. on the 23rd and completed discharge at 1 a.m. on Sunday, 25th October - a matter of thirty-two hours to clear her cargo!

One interesting aspect of her berthing was the utilisation for the very first time of a 'mini-radar' system, developed in Scotland, which checks the tanker's approach speed as she comes into the berth. This is a great asset as far as the giant tankers are concerned. For the fashion-conscious amongst our readers, it can be truthfully deduced that the 'maxi' and the 'mini' go well together!

A.H.



Bow-on view of the "Port Hawkesbury" approaching Finnart Oil Jetty, Loch Long. The bow draft markings show her drawing sixty-eight feet forward!

Photograph by courtesy of Glasgow Herald

AS AT 18/11/70.

M.V. "BARON ARDROSSAN".

Master	G. Towers.
Chief Officer	J.M. MacKay.
2nd Officer	M.K.A. Maktari.
3rd Officer	N.A. Brewer.
Radio Officer	L. Cameron.
Cadet	J.H. Simons.
Cadet	P.J. Ritchie.
Bosun	D. Budd.
Chief Steward	E. Hutter.
Chief Cook	W.J. Gray.
Chief Engineer	J. Loughran.
2nd Engineer	C. McRae.
3rd Engineer	J. Milne.
4th Engineer	I. Kennedy.
Electrician	J.M. Rowland.
G.P. Steward	T. Meharry.
Assist. Steward	J. McGarvie.

M.V. "BARON CAWDOR".

Master	A.M. Fraser.
Chief Officer	P. Richardson.
2nd Officer	T. Walker.
3rd Officer	A. Kemp.
Radio Officer	J. Thompson.
Cadet	C.J.B. Pyper.
Cadet	D.J. Bramham.
Cadet	J.L. Wilson.
Chief Steward	W. Mitchell.
Chief Cook	J. Drury.
2nd Cook/Baker	A. Paterson.
Chief Engineer	J.V. Stephenson.
2nd Engineer	G.M. Durrani.
3rd Engineer	A. Beaton.
4th Engineer	J.G. McCue.
Junior Engineer	B.J. McCrae.
Electrician	J. McMillan.
Electrician	J. Gallacher.
2nd Steward	C.J. MacLeod.
4th Engineer	A.R. Shah.

M.V. "CAPE CLEAR".

Master	J. Tattersall.
Chief Officer	J. King.
2nd Officer	A. McMillan.
3rd Officer	R.G. Wiggans.
Radio Officer	P.A. Murray.
Cadet	I.R. MacKay.
Cadet	D. Gordon.
Chief Steward	A. McGill.
Chief Engineer	A.P. Alexander.
2nd Engineer	J. Ashcroft.
3rd Engineer	R. Dempster.
3rd Engineer	D.R. Dunlop.
4th Engineer	A. Morrison.
Junior Engineer	Fraser.
Electrician	J. Hunter.

M.V. "BARON DUNMORE".

Master	A.C. Hunter.
Chief Officer	A.J. Dickie.
2nd Officer	N. Clarke.
3rd Officer	R. Richardson.
Radio Officer	D. Roche.
Cadet	G. Scott.
Cadet	P.R. Smith.
Chief Steward	T. Evans.
Chief Cook	A. McCallum.
2nd Cook/Baker	J. MacKinnon.
Chief Engineer	W. Saddler.
2nd Engineer	G. Carter.
3rd Engineer	Joyce.
4th Engineer	J.C. Radcliffe.
4th Engineer	G.V. Ramshaw.
Junior Engineer	K. Murray.
Electrician	T. Morrison.
2nd Steward	I.E. Holmes.

M.V. "BARON FORBES".

Master	G. Downie.
Chief Officer	J. Peterson.
2nd Officer	P.C. MacKay.
3rd Officer	G.S. Copley.
Radio Officer	N. Smith.
Cadet	M. Arden.
Cadet	J.P.M. Allan.
Chief Steward	P. Coles.
Chief Cook	G.E.H. Dunn.
2nd Cook/Baker	A.M. MacKay.
Chief Engineer	W. White.
2nd Engineer	D.C. Smart.
3rd Engineer	R. Kennedy.
4th Engineer	T. Hill.
Junior Engineer	P.J. Hopsley.
Junior Engineer	D. Patterson.
Electrician	B.W. Martin.
2nd Steward	E. Crosby.

M.V. "CAPE FRANKLIN".

Master	C.G. Mallett.
Chief Officer	H. Weddell.
2nd Officer	N. Battersby.
3rd Officer	A.J. Riley.
Radio Officer	A. Stewart.
Cadet	M.J. Barrington.
Cadet	M.S. Twell.
Cadet	M.G. Garey.
Bosun	G. Williams.
Chief Steward	J.J. Hotchin.
Chief Cook	R.J. Hessian.
2nd Cook/Baker	R. Diamond.
Chief Engineer	T. McGhee.
2nd Engineer	T. Farrell.
3rd Engineer	J. Holden.
4th Engineer	W. Watson.
Junior Engineer	G. McPherson.
Junior Engineer	A. McMillan.
Junior Engineer	B. Hilland.
Electrician	J. West.
2nd Steward	E. Kelly.

M.V. "CAPE HOWE".

Master	A. MacKinlay.
Chief Officer	A. MacLeod.
2nd Officer	C. MacDonald.
3rd Officer	R. Mullen.
Radio Officer	D. Humble.
Tr/Radio/Officer	G. Walker.
Cadet	G.S. Adams.
Cadet	C. Hurst.
Cadet	S.J. Hall.
Chief Steward	D. Houston.
Chief Cook	T.W. Robson.
2nd Cook/Baker	J. McDonald.
Chief Engineer	B.W. Denmark.
2nd Engineer	B. Sharp.
3rd Engineer	R. MacRae.
4th Engineer	W.G. Sturrock.
Junior Engineer	D. MacDonald.
Junior Engineer	G.S. Cornish.
Junior Engineer	N.G. Rowan.
Electrician	S. Pickford.
Eng. Cadet	E.C. Moffat.
2nd Electrician	D.A. McLellan.

M.V. "BARON RENFREW".

Master	K.N. Dootson.
Chief Officer	F.M. Dalby.
2nd Officer	I. Taylor.
3rd Officer	D.L. Coe.
Radio Officer	D. Hynd.
Cadet	J. Paget.
Cadet	D.K. Lunn.
Cadet	R.J. MacLeod.
Bosun	R. Smith.
Chief Steward	G. Daddy.
Chief Cook	J.M. Steventon.
Chief Engineer	T. Dickinson.
2nd Engineer	D. Anderson.
3rd Engineer	J.S. McNeill.
4th Engineer	W.J. Hughes.
Junior Engineer	T. Stafford.
Electrician	G. Rutherford.
G.P. Steward	J.M. Harrison.

M.V. "CAPE SABLE".

Master	J. Macnab.
Chief Officer	B.W. Lawson.
2nd Officer	D. Veitch*.
2nd Officer	A. Weir.
3rd Officer	D. Betts.
Radio Officer	D. Crawford.*
Radio Officer	W. MacLeod.
Cadet	A. Walker.
Cadet	P.G. Powell.
Chief Steward	I. MacDonald.
Chief Cook	J. Cassidy.
2nd Cook/Baker	E. McLaughlin.
Chief Engineer	W. Carrigan.
2nd Engineer	G. Stevenson.
3rd Engineer	H. Lloyd.

M.V. "CAPE NELSON".

Master	A.L. Milne.
Chief Officer	G. MacGregor.
2nd Officer	P.V. Flynn.
3rd Officer	J.S. Johnstone.
Radio Officer	J. Chamberlain.
Cadet	K.R. MacAnlay.
Cadet	W.J. McKie.
Cadet	J. Wolstenholme.
Chief Steward	E. Trotter.
Chief Cook	C. Cheetham.
2nd Cook/Baker	J. Brown.
Chief Engineer	D. Stirling.
2nd Engineer	J.M. Sutherland.
3rd Engineer	G.R.M. Weir.
4th Engineer	T. MacIntyre.
Junior Engineer	T. McRea.
Junior Engineer	D. Abernethy.
Junior Engineer	C. Westland.
Electrician	A. Walker.

M.V. "CAPE RODNEY".

Master	J. Hetherington.
Chief Officer	P. Cooney.
2nd Officer	J.W. Purdon.
3rd Officer	W.G. Finnie.
Radio Officer	C.A. Adamson.
Cadet	E. Henderson.
Cadet	N.A.K. MacKenzie.
Cadet	A. Logan.
Bosun	I.E. Jama.
Chief Steward	A. Randle.
Chief Cook	C.K. Perkins.
2nd Cook/Baker	J. Gibson.
Chief Engineer	K. Malhotra.
2nd Engineer	J.T. Rodger.
3rd Engineer	A. Cortopassi.
3rd Engineer	R.A. Connelly.
4th Engineer	J. Cummings.
4th Engineer	J.S.C. Dunne.
Electrician	W. Hornshaw.
Electrician	H.B.B. Buchanan.
2nd Steward	A. McCluskey.

M.V. "CAPE SABLE" - (cont'd).

3rd Engineer	J. Stone.
4th Engineer	I. Campbell.
Junior Engineer	J.T. Thornton.
Electrician	R.T. McIntosh*.
Electrician	R. Knight.
Electrician	J.M. Matheson.
2nd Steward	C. Smith.

* Standing By.

M.V. "CAPE ST VINCENT".

Master	T.R. Baker.
Chief Officer	J.E. Jennings.
2nd Officer	M. Roche.
3rd Officer	M. Smith.
Radio Officer	M.J. Cairney.
Cadet	R. McRae.
Cadet	N.R. Munroe.
Chief Steward	A. Sisi.
Chief Engineer.	A. Lounie.
2nd Engineer	M.D. McCutcheon.
3rd Engineer	J.E. Winder.
4th Engineer	D. Walker.
Electrician	R. Walmsley.

M.V. "CAPE YORK".

Master	J. Roberts.
Chief Officer	L.M. Hocking.
2nd Officer	J.A.T. Melville.
3rd Officer	R.S. Duncan.
Radio Officer	C.C. Houston.
Cadet	G. Cunningham.
Cadet	R.D. Kincaid.
Chief Steward	J.E. Smith.
Chief Cook	J.H. Campbell.
Chief Engineer	D.W. Chalmers.
2nd Engineer	J. Doey.
3rd Engineer	J. Mair.
3rd Engineer	J. Walkden.
4th Engineer	J. Kelly.
Junior Engineer	G. Clement.
Junior Engineer	Eltonbott.
Electrician	G. Horwood.
2nd Steward	J. McMahon.

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. Miller.
Cadet	P. Brennan.
Cadet	R. Abercrombie.
Chief Steward	B. Whitfield.
Chief Engineer	R.J.W. Durbin.
2nd Engineer	A.E. Norman.
3rd Engineer	A. Dias.
4th Engineer	J. Logue.
4th Engineer	T. McLaughlin.
Junior Engineer	S. Forbes.
Electrician	M.J. Demarco.

M.V. "TEMPLE ARCH".

Master	D.L. Innes.
Chief Officer	A.L. Davie.
2nd Officer	P. Dyson.
3rd Officer	J. Gibson.
Radio Officer	M.L. Bird.
Cadet	R.I. MacKenzie.
Cadet	A. Latty.
Cadet	N.G. Smith.
Bosun	P.D. Sharman.
Chief Steward	R. Sherriff.
Chief Cook	C.H. Sturdy.
Chief Engineer	J.M. Crosby.
2nd Engineer	D.J. Kelly.
3rd Engineer	A. Mooney.
4th Engineer	R. Smillie.
4th Engineer	T. Orr.
Electrician	A. Fanning.
G.P. Steward	L.C. Phillips.

FLEET NEWS (cont'd)

"CAPE SABLE" - hopes to sail from Immingham about the 22nd November for Tampa Range to load Phosphate for Japan and is due in Florida about the 5th December. The indicated Japanese discharging ports are Tomakomai and Akita. From Japan she sails for Christmas Island to load more Phosphate, this time for Eastern Australia.

"CAPE ST VINCENT" - sailed from Tonda on the 19th November for Ocean Island and Nauru, loading Phosphate at both Islands for Western Australia, probably Albany, and is expected at Ocean Island, the likely first loading port, on 27th November. From Albany she will move north to Shark Bay to load Salt for Japan, Nagoya and Tokuyama indicated, and from Japan goes to Christmas Island to load Phosphate for Eastern Australia or New Zealand.

"CAPE WRATH" - sailed from Port Pirie on the 17th November with Concentrates destined for Avonmouth or Swansea and will call at Walvis Bay on the homeward run to pick up a Concentrates parcel there, being due about 6th December. From the Bristol Channel she will sail for Casablanca to load Phosphate for Japan.

"CAPE YORK" - arrived at Port Pirie on the 20th November, to load a part-cargo of Concentrates for the Bristol Channel and, having sailed from Port Pirie, heads for Mount Maunganui to lift a parcel of packaged Timber for the U.K. Meantime, she is not fixed beyond completion of the Timber and Concentrates.

"HUNTERWOOD" - is due at Mount Maunganui from Dunedin on the 21st November to complete discharge of Phosphate loaded in Vancouver. From New Zealand she moves to Fiji to load Sugar for Vancouver. She is still on Time Charter to us.

ON LEAVE

Master	G. Anderson.
Master	W. Warden.
Chief Officer	W.A. Anderson.
Chief Officer	I.J. Barclay.
Chief Officer	J. Hunter.
Chief Officer	C. MacLean.
Chief Officer	S.J. Readman.
Chief Officer	W. Greatorex.
2nd Officer	P. Fenwick.
2nd Officer	I.P. Teale.
2nd Officer	J.K. McKellar.
3rd Officer	P.J. Brooks.
3rd Officer	J.G. Houston.
Radio Officer	R. Faulds.
Radio Officer	D. Crawford.
Radio Officer	A.J. Mitchell.
Radio Officer	D. Gudgeon.
Radio Officer	W. MacLeod.
Radio Officer	C. Ritchie.
Radio Officer	D.F. Wilson.
Radio Officer	D.A. MacLeod.
Navigating Cadet	C.A. Dowie.
Navigating Cadet	D.N. Fenton.
Navigating Cadet	I.T. Gould.
Navigating Cadet	G.A. Douglas.
Navigating Cadet	R. Gardner.
Navigating Cadet	T.L. Sloan.
Navigating Cadet	D.M. Johnston.
Navigating Cadet	D.C. Fitzpatrick.
Navigating Cadet	I.J. Waters.
Chief Engineer	W. Moore.
Chief Engineer	W. Kinnear.
Chief Engineer	D. MacLeod.
Chief Engineer	W. Minikin.
Chief Engineer	R. Taylor.
Chief Engineer	N. Colquhoun.
Chief Engineer	A.G. Metcalfe.
Chief Engineer	A.F. MacLean.
Chief Engineer	N.M. Ogilvie.
2nd Engineer	D. Wright.
2nd Engineer	H. Osterman.
2nd Engineer	T.E. Carmichael.
3rd Engineer	A. Mooney.
3rd Engineer	G. Law.
3rd Engineer	J. Riddell.
3rd Engineer	I. Campbell.
3rd Engineer	A. Miller.
3rd Engineer	H. MacPhail.
3rd Engineer	D.J. Drummond.
3rd Engineer	A. Harbinson.
3rd Engineer	J. Patton.
4th Engineer	J. Hannigan.
4th Engineer	D. Carmichael.
4th Engineer	D. Morrison.
4th Engineer	W.V. Greenhalgh.
4th Engineer	B. Corless.
4th Engineer	G. Leith.
4th Engineer	J. Kelly.
4th Engineer	P.R. Lawson.
Junior Engineer	T.R. Harper.
Junior Engineer	C. Philp.
Junior Engineer	G. McPherson.
Junior Engineer	F.J. Boyle.
Junior Engineer	J. Lafferty.

ON LEAVE - (cont'd)

Junior Engineer	M. McAndrew.
Junior Engineer	A. Murray.
Junior Engineer	T. Burns.
Junior Engineer	M. Kell.
Junior Engineer	R. Steel.
Electrician	A. McNeil.
Electrician	J.P. Mahoney.
Electrician	G. Andrews.
Electrician	T.G. Davidson.
Electrician	J. Jolly.
Electrician	J. Wightman.
Electrician	W. Thomson.
Electrician	A.G. Livingstone.
Electrician	J. Leiper.
Catering Officer	J. Blair.
Catering Officer	J. Clancy.
Catering Officer	H. Scollay.
Catering Officer	R. Cathcart.
Chief Cook	A.M. MacKay.
Chief Cook	G.K. Watson.
Chief Cook	P. Keenan.
Chief Cook	C.D. Mercer.
2nd Steward	V. Bettis.
2nd Steward	R. Ilderton.
Assistant Steward	T. Sloan.
Assistant Steward	W. Ellis.
Bosun/C.P.O.	D. McMahon.
Bosun/C.P.O.	M.I. Horreh.
Bosun/C.P.O.	J. McFarlane.
Carp/P.O.	T. Nicol.
Carp/P.O.	F.E. Courtney.
Carp/P.O.	F. Dixon.
A.B./Grade 1	J. McCormack.
A.B./Grade 1	A. Picken.
A.B. Grade 1	D.J. Campbell.
A.B. Grade 1	D.J. Thornton.
A.B./Grade 1	M. Glendinning.
A.B./Grade 1	P. Whyte.
A.B./Grade 1	R.W. MacLean.

ON STUDY LEAVE

2nd Officer	A.G.F. Michie.
3rd Officer	D.T. White.
3rd Officer	P. Smart.
3rd Officer	L. Gilhooly.
3rd Officer	J.W. Goode.
3rd Officer	A.R. Neil.
Navigating Cadet	A.J. Kinghorn.
Navigating Cadet	D.J. Capmbell.
Navigating Cadet	J. Malcolm.
Navigating Cadet	D. Rutter.
Navigating Cadet	A.R.T. Potter.
Navigating Cadet	M.N. Beeley.
Navigating Cadet	H. Kearney.
2nd Engineer	T. Campbell.
2nd Engineer	W. Adamson.
2nd Engineer	J. O'Hara.
3rd Engineer	D. McKorracher.
4th Engineer	J. Durie.
4th Engineer	L. Deakin.
Eng/Cadet	D. Chateris.
Eng/Cadet	P.J. Broers.
Eng/Cadet	J.R. Watson.
Eng/Cadet	P.N. Gray.

ON STUDY LEAVE - (cont'd).

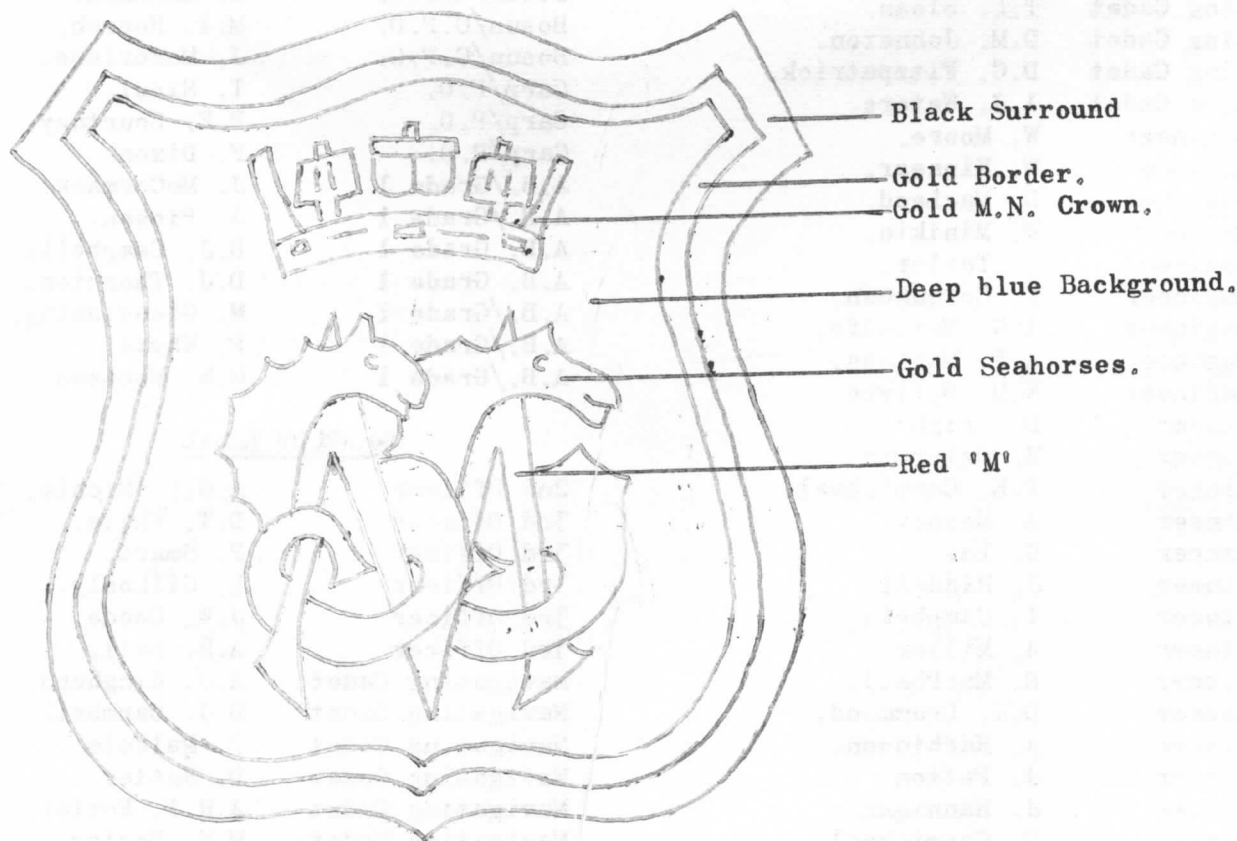
Eng/Cadet	S.J.N. Beeley.
Eng/Cadet	I.O. Rennie.
Eng/Cadet	J.K. Prentice.
Eng/Cadet	J. Love.
Eng/Cadet	J.G. McNair.
Eng/Cadet	W.N. Sewell.

ON SICK LEAVE.

2nd Officer	M.D. Pickup.
3rd Officer	A.R. Lanfear.
Junior Engineer	J.T. Russell.
Chief Cook	L. Thompson.
Chief Cook	K. MacKay.
2nd Cook	C.R. Lewis.

PERSONNEL STANDING BY NEW TONNAGE.

M.V. "TEMPLE BAR".	T.P. Edge	Master.
M.V. "TEMPLE BAR".	W. Anderson	Chief Engineer.
M.V. "TEMPLE BAR".	J. Blackwood	3rd Engineer.
M.V. "TEMPLE HALL".	A.B. Sutherland	Master.
M.V. "CAPE RACE".	D. Sinclair	Master.
M.V. "CAPE RACE".	J. Allan	Chief Engineer.



Mr. Harry O'Brien's winning Blazer Badge design, mentioned on Pages 1 and 5. It is reproduced here in actual size.

If you wish one (they are now available) you should apply to the Office - the price is 60/- but Cadets should apply separately as they are being subsidised to some extent.

C O N T R A C T .

In spite of the forecasted review of Officers' pay in mid-1971, we have decided to pursue our recent policy, at least for this coming year, of reviewing salaries and conditions in the fleet. This will take place during December and the results will come into force on 1st January, 1971. Whether we will be able to continue this system will depend upon the results of the mid-year settlement.

During the present phase of expansion, recruitment of new Seastaff of the right calibre is vital to the Company, including those already in the fleet. The best source of additional staff is through the good offices of those already in the Company and we find those who enter this way far more satisfactory. Will you do your best to make the Company stronger by introducing friends or others interested to us now and in the future? Unlike others, we regret that we cannot offer financial reward but anything which strengthens your Company is bound to benefit you in the long term.

S.S.M. is becoming better known amongst Seagoing Staff and the new ships now entering service are probably the best of their kind in the world. We have the right ships and the right people but we need more of the latter to build up a fleet which already is a talking point amongst many shipowners at home and overseas.

Seastaff Eight will be held for the week commencing 30th November, and anyone who is available and would like to attend should notify Mr. Andrew Nicholson as soon as possible.

The Freight Market continues to be very firm and looks as though it will stay that way for at least six months. This Company has secured a number of major contracts which, whilst not giving the highest return available today, ensure profitable employment for part of the future fleet.

The Personnel Department is now operating in much improved surroundings and Seastaff Eight will be the first to use the new facilities which incorporate their own study room.

Unfortunately, for one reason or another, all newbuildings are falling back on their delivery dates and it now appears unlikely that any further ships will be delivered until the end of January, 1971, which at least steers the manning of the newcomers past the awkward Christmas and New Year period.

The Officers and G.P. Crew of "Baron Ardrossan" registered approval of the new type of accommodation with the private crew alleyways complete with carpet tiles, curtains and potted plants to emphasise the privacy. Individual toilets and showers are provided and the result, we may venture to say, is the best to be seen under the United Kingdom flag to date. Those who saw it felt we had little room for improvement but we'll keep trying, aided, no doubt, by 'sympathetic' and 'understanding' comment from sea. Nobody will ever admit to even approaching perfection, but when arguments develop round the height of the dart board - well, we know we are getting somewhere!