# TRIAD

JOURNAL OF

## Scottish Ship Management Limited

*m.v.* "*Cape Horn*"

No. 11 WINTER, 1970/71 : SPRING, 1971

# EDITORIAL

To those who waited in vain for the Winter edition of TRIAD, our apologies! This 'lapse' was forced upon us by the postal strike in the United Kingdom and it was therefore decided to merge the Winter, 1970/71 and Spring, 1971 editions together and this is the result.

One advantage of this delay has been that it allows us to cover three new deliveries to the fleet - "Cape Horn", "Cape Race" and "Temple Bar". "Baron Belhaven" followed in March, "Temple Hall" at the end of May, "Baron Inchcape" during May, "Cape Hawke" in September and "Cape Grafton" in November with "Baron Maclay" completing a busy year in December.

Allowing for the departure of "Cape Rodney" in March, the fleet strength should rise to twenty-three by the end of 1971, leaving four ships to enter service in 1972 and a further four by mid-1973.

The last eight months have seen a considerable change in the shipping scene, on the one hand rocketing costs - including salaries between 20 and thirty per cent and fuel over 100 per cent - on the other hand the ominous signs of a freight market crumbling with increasing speed until at the time of writing the freight levels are back below pre-boom level. The time must come when the market will be forced to recognise the great surge forward in building prices but, even so, many shipyards are in difficulties at the present time.

A rare visitor to Glasgow is an S.S.M. flag (unless worn by an ore-carrier) so it was with considerable pleasure that we welcomed "Baron Renfrew" to the port when she discharged a part-cargo at the Granary before moving to Antwerp to change one engine and carry out guarantee repairs.

The Joint Secretaries of the National Union of Seamen, together with Mr. E. Nevin, National Secretary of the M.N.A.O.A., visited "Cape Horn" during Acceptance Trials out of Haugesund. They appeared most impressed and intend to make reference to the vessel in forthcoming editions of the Seaman and the Telegraph. A major article has also appeared in the Motorship, which sent a special representative to the Trials and who has also been good enough to write something for TRIAD.

"Baron Ardrossan" recently visited British Columbia to load lumber and created great interest amongst the shipping community during her stay in the area. This being her maiden voyage, she was given a civic welcome at her first loading port, Port Alberni.

"Cape Race" made her first voyage to Port Alfred at the beginning of March and tested her ice-breaking capabilities in the process. Captain Sinclair reported that she did very well despite thick ice conditions.

Our friends, British Phosphate Commissioners, have taken "Temple Hall" on Time Charter for five years and we hope that the Charter will commence in June. Because the ship will trade in Australian waters, she will be manned by Australian officers and crew members who, of course, will be responsible to the Charterers, but they will operate the ship on similar lines to the S.S.M. fleet. Mr. Fidler, the Engin--eer Superintendent, is standing-by the vessel in Glasgow and certain minor modifi--cations have been made to suit Charterers requirements.

Mr. J.P. Walkinshaw left Glasgow on March 1st for Western Canada where he spent several days before flying on to Australia. He is now home and once again thanks all our friends for their kind reception.

We cannot close without reference to the forceful reminder of the power of the sea experienced by all on board "Cape Howe" in January. A following sea surged on board, smashed doors and flooded accommodation and caused serious damage but, by some miracle, no loss of life. This freak wave put the ship out of commission for six weeks and must have been an unforgettable experience for those on board. It says much for the popularity of "Cape Howe" that many of those concerned expressed the wish to return to the ship. An account of this incident and photographs will be found on pages 36 and 37.

Mr. H.L. Brodie. It is with pleasure we report that Mr. H.L. Brodie has been appointed to the Board of H. Hogarth & Sons Ltd. and took up his position on 1st January, 1971.

Mr. Brodie remains in charge of the Agency and Berth Service and concurrent with his appointment H. Hogarth & Sons Ltd. again assumed responsibility for this service - from 1st January, 1971 - when the Department ceased to be part of Scottish Ship Management Ltd.

It is with very real regret, however, that we have to link the above news with that of the death of Mr. Brodie's wife, Moira, on 1st April, 1971. She died after a long period of suffering which she bore with great courage and fortitude and her quiet sense of humour never left her.

Our heartful sympathy goes to Mr. Brodie, Patricia and Jim.

Mr. Arthur T. Rennie. During March Mr. Rennie, who retired from H. Hogarth & Sons Ltd. in December, 1966, entered the McAlpine Nursing Home, Glasgow, for an operation. We are glad to say that all went well and he is now convalescing at home.

Mr. Jan Oppl. On 19th and 20th January we were pleased to welcome to Glasgow Mr. Jan Oppl of Universal Charterers, Sydney.

Mr. Oppl was paying his first return visit to his birthplace, Bergen, Norway, since he left there for Sydney four years ago and he managed to fit in a quick visit to the United Kingdom.

Our Congratulations to:

Miss Anne Bowie, who became engaged to Mr. P. Jones on 20th March, 1971.
Mr. Robert Gardiner, who announced his engagement to Miss Audrey Coote on 15th April, 1971.
Mr. and Mrs. Robert Irving, who were married at Sandyhills Church of Scotland, Glasgow, on 12th December, 1970. Mrs. Irving was formerly Miss Irene Russell. Their photograph appears on page 45 of this number.
Mr. and Mrs. William McMillan on the birth of their son, weighing 8 pounds, at the Queen Mother Hospital, Glasgow, on 16th February, 1971.
Mr. and Mrs. Donald McCallum, who were married at St. Columba Summerton Church, Glasgow, on 24th March, 1971. Before her marriage, Mrs. McCallum was Miss Fiona MacLean who joined S.S.M. on 5th January, 1971 to work for Mr. H. A. Walkinshaw and the Project Department. A photograph will be found on page 45.

The following have joined the Staff in recent months:

Miss Moira McLean (Typing Pool) on 28th October, 1970.
Mr. Robert Gardiner (Chartering Department) on 16th November, 1970.
Miss Rita Oliver (Agency Department) on 23rd November, 1970.
Miss Christine Sloan (Typing Pool) on 8th December, 1970.
Mr. W. McEvilly (Technical Department) on 5th January, 1971.
Mrs. Imrie (Marine Accounts) on 6th January, 1971.
Mrs. Dickie (Cash Department) on 15th February, 1971.

Visit to m.v. "Baron Renfrew". On behalf of the members of the Office Staff who visited the "Baron Renfrew" at Meadowside Granary, Glasgow, during the evening of Tuesday, 23rd March, 1971, I should like to record our thanks and appreciation to the Officers and Crew for a thoroughly happy and enjoyable evening. This was the first opportunity most of us had had of visiting one of the newest ships owned by H. Hogarth & Sons Ltd. and all, without exception, were tremendously impressed by her fine appearance. Such opportunities for the 'earth-bound' to visit ships in Glasgow are rare and our thanks must be extended to all those who make them possible.

(See also page 3)

E.M.T.

The 13th April (at least it wasn't a Friday) made itself felt in the Office when a fire was discovered in a store-room. Prompt action on discovery resulted in the Fire Brigade appearing on the scene before serious damage was done and the outbreak with quickly dealt with. Fortunately, damage was slight, being confined to the store-room, and apart from stinging eyes and the odd cough, caused by smoke, there was no personal injury.

## PERSONNEL NEWS

Our congratulations to the following on their recent promotion:

Captain J. Hunter - Master.
Captain A. L. Davie - Master.
Captain F. M. Dalby - Master.
Mr. I. Teale - Chief Officer.
Mr. D. D. Taylor - Chief Officer.
Mr. A. R. Neil - Second Officer.
Mr. J. Drury - Catering Officer.
Mr. T. Robson - Catering Officer.
Mr. J. H. Campbell - Catering Officer.

and congratulations to the undermentioned on them gaining their respective tickets:

Mr. D. T. White - First Mate.
Mr. R. Richardson - Second Mate.
Mr. J. Malcolm - Second Mate.

And, our further congratulations to the following:

Mr. D. E. Gudgeon on his engagement. (We have been reliably informed that Argyllshire naturalisation papers are being sent on by the County Council!)

Mr. and Mrs. Teale on the birth of a son on 28th February and to Mr. and Mrs. Kinnear on the birth of a daughter on 14th March.

Mr. and Mrs. P. Smart on their marriage. The Smarts first of all joined "Baron Ardrossan", then left her to join "Temple Arch" and are now safely on board "Cape Sable". We trust that they will enjoy their spell on board this ship.

Mr. and Mrs. Geoff Daddy, who were married in Australia when "Baron Renfrew" arrived at Port Pirie. A photograph will be found on page 45.

All good wishes to Mr. P. A. Murray for his wedding, which is due to take place on 17th April, 1971.

The mention, in the Autumn, 1970 number of TRIAD, of Mr. Mohammed Hassan's release from gaol has apparently intrigued a number of people and, perhaps, it should therefore be explained that E.R.S. Hassan was unfortunate enough to be gaoled, for a very short period, on a technicality. It is doubtless appreciated that congratulations are not normally offered to anyone receiving a gaol sentence or on their subsequent release!

## THE INVASION OF RENFREW.

(May be sung to the tune of 'Yankee Doodle Dandy' should anyone wish to do so).

"Baron Renfrew" came to town
Riding on one Ruston,
The G.P.'s stuck the gangway down
With haste that seemed disgustin'.

Though "Capes" quite often come around
And "Temple" boats are static,
For years a "Baron" has not been found
From Gourock Pier to Partick!

The Office Staff came down in force -
Their visits most informal,
'Poseidon' played his part, of course,
(Our guests seemed, mainly, normal).

We all enjoyed our role as host,
It wasn't really a sore fag,
But the guests that we enjoyed the most
Were 'Doctor' Liz and Morag!

FLEET NEWS.

"TEMPLE ARCH" - is presently fitting a new crank-shaft at Antwerp and is expected to sail from there on or about the 25th April for Tampa Range to load Phosphate for Japan.

"BARON ARDROSSAN" - loads Coal at Norfolk and Newport News, Virginia, for Japan and is expected to sail from the Chesapeake Bay area on the 17th-18th April, making her due in Japan about the 17th May. From Japan she will sail for Nauru to load Phosphate for Australia.

"TEMPLE BAR" - After running successful Trials in the Firth of Clyde on 6th-7th April, this ship sailed from Greenock on 10th April for Tampa Range, where we look for her arrival on 24th April. She loads Phosphate for Japan, her discharging ports being Niigata and Tomakomai. After discharge in Japan she proceeds to Nauru to load Phosphate for Western Australia.

"BARON BELHAVEN" - After satisfactory Technical Trials this ship was accepted by her Owners on 31st March after having achieved an average speed of 16.45 knots over two runs on the measured mile. She sailed from Tønsberg at 11 a.m. on the 1st April and was taken over on Charter by Alcan at noon that day when dropping the pilot. She subsequently arrived at Chaguaramas on the 13th April to load Bauxite for Port Alfred.

"BARON CAWDOR" - arrived at Wilmington, N.C. on the 12th April with a cargo of Fishmeal loaded at Chimbote and it is possible that, after completion of dis-charge, she will return to Peru to load for U.S.A. or Europe. She continues on Time Charter with A/S Havtank.

"CAPE CLEAR" - hopes to sail from Mount Maunganui on the 21st April after lifting a parcel of sawn, packaged Timber destined for Liverpool. She already has on board a parcel of Concentrates loaded at Port Pirie which will be discharged at Avonmouth. She will proceed home via the Panama Canal.

"BARON DUNMORE" - sailed from Gulfport, Mississippi, on the 14th April with a cargo of Bauxite for Port Alfred and after discharge of that cargo she ballasts to Mackenzie to load for Chaguaramas.

"BARON FORBES" - After sailing from New Westminster on the 24th March with a cargo of packaged Lumber for discharge at Liverpool, Bordeaux and Valencia, in that rotation, the ship encountered very severe weather with the result that a quantity of deck cargo was disturbed - some being lost overboard. Accordingly, she put into San Francisco to land the broken stow and restow the deck cargo. She entered the Panama Canal on the 15th April and is due in Liverpool on the 30th April. After completion at Valencia she will move to Casablanca to load Phosphate for Japan.

"CAPE FRANKLIN" - On passage from Middlesbrough to Kirkenes, this ship had to call at Lerwick on the 12th April to land a sick crew member. She is due at Kirkenes on the 16th April to load Iron Ore for Newport, Mon.

"TEMPLE HALL" - is presently fitting-out at Glasgow.

"CAPE HORN" - sailed from Port Pirie on the 1st April with a cargo of Concen-trates for discharge in the Bristol Channel and left Albany, W.A. on the 5th April where she called for bunkers. She is due in the Bristol Channel about the 6th May and, meantime, is unfixed beyond her discharging port.

"CAPE HOWE" - is due at Middlesbrough on the 19th April with a cargo of Iron Ore loaded at Vitoria, Brazil. On completion in Middlesbrough she will sail north to Narvik to load Iron Ore for the Tyne.

"BARON INCHCAPE" - is presently fitting-out at Haugesund.

(Continued on Page 54 )

## SEASTAFF EIGHT

The participants of Seastaff Eight unanimously agreed that the Course was enlightening to all. We had heard at sea that the Seastaffs were proving very successful - this was no exception!

We were very impressed by the enthusiasm displayed by all departments, particularly the Projects Department. We soon realised that the Office Staff were encountering many new and interesting challenges and adapting themselves in much the same way as we at sea are experiencing on our modern, fast, geared bulkcarriers.

An interesting addition to the Seastaff talks was the introduction of Mr. J. Brown, who will be in charge of the office computer (or 'Moron', as Mr. Brown calls it) when it is installed in June - to the delight of the Accounts Department!

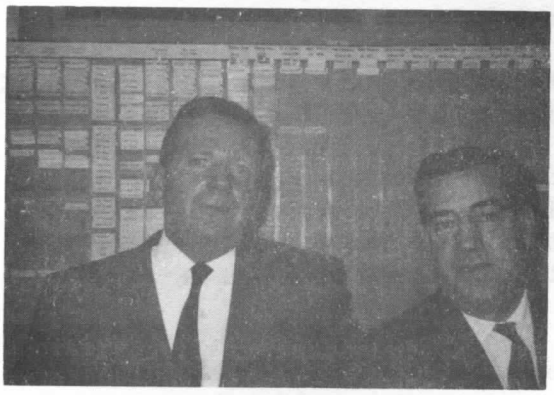
Thursday was a most interesting day for us, with lunch at the Western Club and the Office Dance that evening which was thoroughly enjoyed by all. A notable suggestion was : 'more office dances and more lunches at the Western Club!'

During the discussion on Friday - the last day of Seastaff Eight - we decided that Seastaff Eight had been very beneficial to us all and a follow-up was proposed and well received by all concerned.

Seastaff Eight wish to thank the Office Staff for their warm reception and we all hope to attend more Seastaffs in the future.

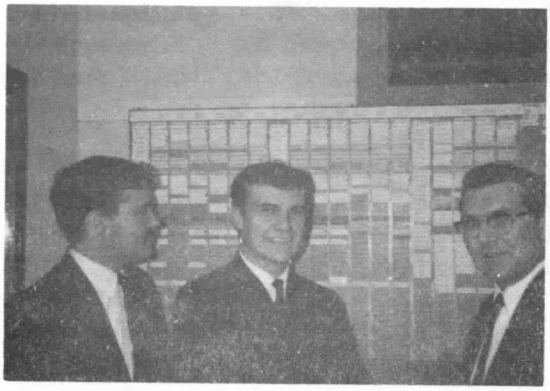
J.M.

### Those taking part in Seastaff Eight

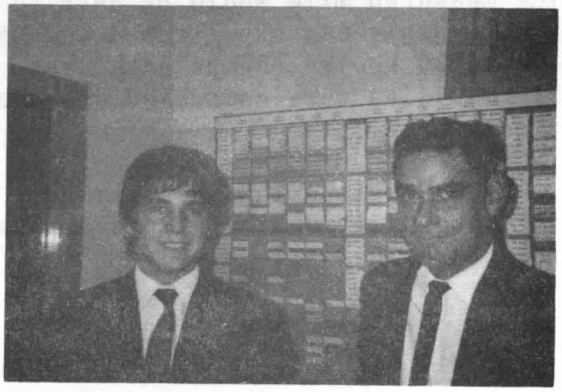


Captain J. Hunter and Mr. R. Faulds, Radio Officer

Mr. J. Malcolm, Third Officer, Mr. W. Minikin, Chief Engineer, and Mr. I.J. Waters, Navigating Cadet.



Mr. D. Wright, Second Engineer, Mr. D. Morrison, Fourth Engineer, and Mr. R.T. McIntosh,



Mr. G. Douglas, Navigating Cadet and Mr. J.K. MacKellar, Second Officer.

## "CAPE RACE" JOINS THE FLEET.

The Acceptance Trials of this new vessel took place in the Oslofjord on Thursday and Friday, 28th/29th January, 1971, in fine weather conditions, Technical Trials having been successfully completed on Friday, 22nd January, after which the vessel had proceeded from the Yard of Kaldnes Mek. Verksted, Tønsberg, the Builders, to drydock at the Yard of A/S Framnaes Mek. Verksted, Sandefjord.

The party joined the ship at Sandefjord at 8.30 a.m. on Thursday, 28th January, and the ship immediately set sail. Within a short time of leaving the berth it was noticed that everything was not going just according to plan. The alarm panel in the control room indicated a fault condition on the inter-mediate shaft block, i.e. temperature rising. A confirmatory visual check indicated overheating and, as the condition rapidly worsened, the engine was stopped and vessel anchored. The bearing was opened out by Kaldnes staff and, upon removing the top cover, it was apparent that overheating was being caused by metal contact between the oil thrower ring and deflector - this contact resulting in metal particles from the thrower ring being deposited into the lub. oil stream. The bottom half bearing showed that overheating had caused bearing metal to wipe on the forward side.

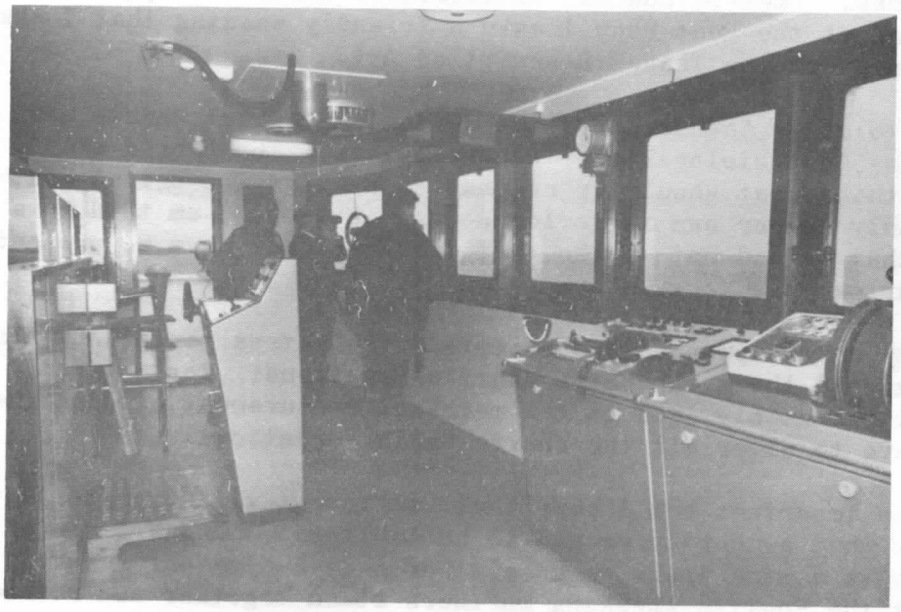
To rectify matters, the bearing was scraped and cleaned up, thrower ring dressed and polished, bearing oil drained and replenished and bearing replaced and boxed up. All this had taken up about four and a half hours' precious time and it was obvious that the full programme for the Acceptance Trials could not be carried out and that the ship could not, therefore, be taken over that day as originally intended. With the complicated procedure attached to the leasing arrangements which had been drawn up for this particular vessel, the ship-to-shore telephone became very much in demand and by lunchtime contact had been made with London, Edinburgh and Glasgow with the message which can best be summarised as "Hold everything for twenty-four hours".

During lunch the usual speeches were made, Herr Carsten Bruun on behalf of the Shipbuilders and Mr. Nicholson replying on behalf of the Owners. In his remarks Mr. Nicholson stated that, apart from this unfortunate happening with the hot bearing, he was very satisfied with the ship and was sure that she would prove herself a worthy addition to the Lyle fleet. He took the opportunity of handing over to Herr Thrap Meyer a cheque for the Welfare Fund of the workers and employees of the Yard as a mark of appreciation from his Company for the excellent workmanship, which was obvious to all who had seen over the ship, and for the fine co-operation which had existed throughout the building of the ship between his Company's officials and all the officials, workers and employees of the Kaldnes Yard.

After lunch the vessel was under way again and taken to the measured mile for two full-power test runs, during which time the bearing which had given the trouble functioned normally and the ship averaged 16.78 knots. What a happy coincidence that Captain Love's sweepstake forecast was - 16.78 knots!

By the time the ship returned to Husøflaket it was dark and it was arranged that compass adjustment, D.F. calibration and two further test runs at 90% power on the measured mile would be carried out the following day. This was done, no further trouble was experienced and, in fact, the average speed at 90% worked out at 16.89 knots! "Cape Race" was, therefore, accepted on Friday, 29th January, all formalities were completed and she left on her maiden voyage to Mackenzie, that afternoon.

We understand that her Sponsor, Mrs. Joruun Scott, has been invited to visit "Cape Race" on the ship's arrival at Port Alfred with her first cargo and we feel sure she will be very proud of 'her' ship!



Wheelhouse
looking to port

Left to right

Mr. Borchsenius, of A/S Horten Verft, Mr. J. Allan, Chief Engineer, and Captain D. Sinclair

# THE FATHOMLESS SEA.

Below is a letter, written by Sir Alan P. Herbert, which appeared originally in the Saturday Review.

As the President of Friends of the Fathom, self-appointed, may I comment upon the article in 'Forget-me-Knot' by your Sailing Correspondent, Oliver Stewart, in your Saturday Review of May 31st?

"Feet and fathoms, nautical miles and knots", he tells us, "are on the way out". "Seamen may not take kindly to the idea of thinking in metres a second instead of knots; they may not like giving up their nautical miles, cables and fathoms, but they will be obliged to do so ....." Why - may we ask - and by whom?

"The Systeme Internationale d'Unites", says Mr. Stewart, "which is a successor to the metric system, has been accepted and approved...." Again, by whom? Has it been so much as mentioned in the British Parliament? Our Parliament should surely be consulted on so serious and silly a departure from the seamanlike practice, unchallenged for centuries, of this still-distinguished mariner nation.

Has it been approved by the Admiralty, the natural protector of British seamen and good sense at sea? The Admiratly has already sold half the pass: for it has recently begun a long process (25 years?) of 'metrifying' the famous and splendid Admiralty charts; I have two before me.

Heights and depths are measured in metres: but the horizontal scales are still in old-fashioned feet, cables and nautical miles, and there is nothing about measuring distance in metres. "Metric charts" is therefore a misdescription - it should be semi-metric - and at the Boat Show I gave a friendly warning that I was contemplating a prosection under the Trades Description Act.

The new thing, I am told, is favoured by 'the scientists': but charts are primarily made for mariners, not biologists or oceanologists. The hybrid chart may or may not be a good thing, but should we not have consulted the United States, whose charts are second only to our own in world use and esteem? I am told by a high American authority that we did not - also that the Americans have no present intention of following our example.

Now, if the Admiralty have 'approved and accepted' the metres per second non-sense should they not suspend their expensive chart alterations; for metrical measurement of speed will presumably lead to the metrical measurement of distance, and the Admiratly will have to alter all the charts again, drastically.

My information may be imperfect but I hope that Parliament will enquire just what is being done and by what authority we are to be 'obliged'. The Friends of the Fathom believe that there is a case where we should for once resist our rulers' mania for masochism. Let the English-speaking mariners stand together and refuse to be stampeded by the unnecessary novelties of European 'scientists' who want to tidy the world, but do not sound like seamen.

The foot and the fathom have been used in maritime measurement for three or four centuries; and the big joke is that the decimalizers are asking us to abandon a respectable decimal system of cosmic importance. There are (as the new charts still show) six feet in a fathom, there are 600 feet (or 100 fathoms) in a 'cable'. There are ten cables (or 1,000 fathoms) in a sea mile. A sea mile is the length of a minute of latitude and there are 60 minutes in a degree of latitude. So that any-one who cares can calculate in a second or two how many feet (or fathoms) there are in a degree of latitude.

I do not suggest that such sums are of much practical importance (or will always be precisely accurate) but they are the kind of tricks for which the metric system is commended. On our charts the nautical mile is divided into tenths. On a French chart before me, which has a scale in metres, the nautical mile has twelve divisions, which makes me laugh. After endless labour I reckon that a ship doing 30 knots is travelling at 15.4 metres per second. I expect it is wildly wrong, but even if it were right what sort of picture would it give the ordinary man? And what about cars? Are our speed-limits to be expressed in metres per second? "No, officer, I wasn't doing an inch more than 17.8".

A.P. Herbert,
London, W.6.

## Captain Duncan M. Taylor

Captain Taylor joined Lyle Shipping Company Ltd. in September, 1928 on obtaining his 2nd Mate's Certificate, after having served his Apprenticeship with P. Henderson & Company.

At the age of 25 - in 1932 - he obtained his Master's Certificate and for the next nine years served through the various grades until January, 1941 when he was given command and, on his first voyage as Master, underwent an air attack in which seven of his crew were killed.

By 1957 he had risen to Senior Master and, in 1966, he came ashore to Lyle's Marine Accounts Department. He is a founder member of S.S.M., being appointed Marine Accounts Manager in May, 1968. Captain Taylor is married and has one daughter and two sons, both the latter presently serving with S.S.M. His home is at Hunter's Quay, Argyll, and his spare time is spent in gardening and external painting - not of the landscape variety!

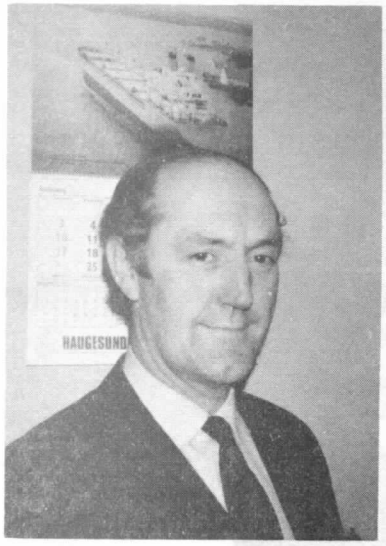
## Mrs. Evelyne McKinnon

Evelyne McKinnon came to H. Hogarth & Sons in October, 1947 - she was Evelyne Shearer then - and since then has controlled the Office telephone switchboard with a quiet efficiency which is taken for granted until such times - very rarely - she is away and it is then brought home to everyone that the job calls for more than simply pulling switches and plugging-in leads!

In 1952 she married Neil McKinnon, who was with Hogarth's for many years and whose sad death was reported in the Spring, 1970 number of TRIAD.

Evelyne's quiet cheerfulness is a tonic to everyone and it is to be hoped that she will be with us in S.S.M. (she too is a founder member) for many years to come.

## Mr. William Anderson



Bill Anderson joined H. Hogarth & Sons as a Navigating Apprentice straight from school in March, 1939, completing his Apprenticeship in 1942. Thereafter, he served on various ships belonging to The City Line, Denholm and Glen Line before finally 'swallowing the anchor' shortly after obtaining his Master's Certificate in 1948.

He then served for a short period with The Shipping Federation Ltd. before joining the staff of H. Hogarth & Sons in April, 1950 as Assistant in the Marine Superintendent's Department, subse--quently becoming heavily involved with the Personnel function.

On the formation of S.S.M., of which he is a founder member, Bill was appointed Purchasing Manager - his present position.

He is married and has one son and two daughters. Any spare time is devoted to 'a little' golf and gardening, interspersed with some 'do-it-yourself'.

# m.v. "BARON BELHAVEN"

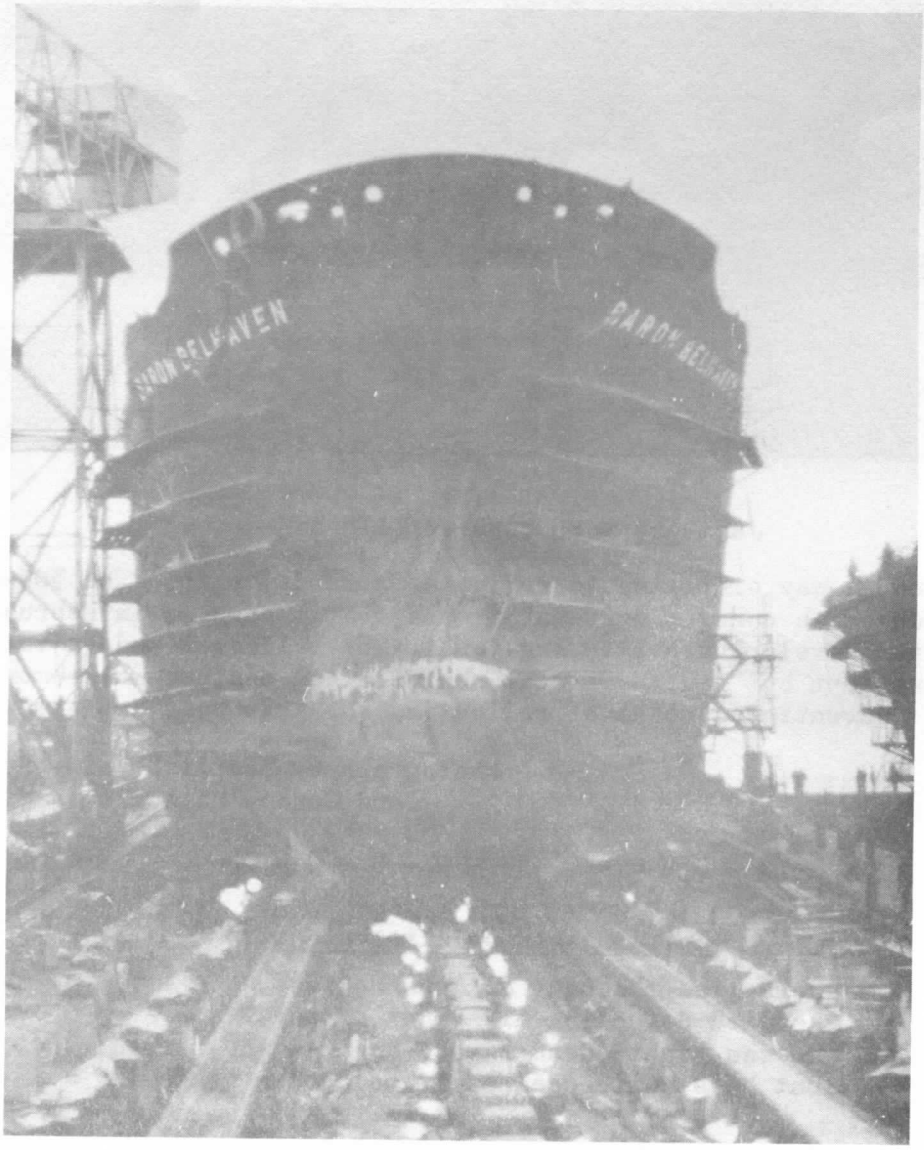
At 1540 hours on Thursday, 14th January 1971 the gearless. 22,000 tons deadweight bulkcarrier "Baron Belhaven" was launched from the Yard of Kaldnes Mek. Verksted A/S, Tønsberg. This latest addition to the Hogarth Fleet was most gracefully named, in English and in Norwegian, by Mrs. Cornelia Eyre, wife of Mr. J.L. Eyre, President of Alcan Shipping Services Limited, Montreal, associates of Alcan (Bermuda) Limited, who have chartered the vessel for a period of ten years commencing immediately after delivery to the Owners at the end of March.

The "Baron Belhaven" is a sister-ship of the "Cape Race" and, along with the latter, will be employed mainly in the carriage of bauxite and alumina from Mackenzie and Chaguaramas to Port Alfred, Quebec. She is powered by a 5-cylinder Sulzer RND 76 diesel engine developing 10,000 BHP at 122 r.p.m. coupled to a Kamewa controllable-pitch propeller. The ship is specially strengthened for navigating the St. Lawrence during the ice season and there are many special fitments to meet Charterers requirements.

This is the fourth Hogarth ship to bear the name "Baron Belhaven", (the dates of the others being : s.s."Baron Belhaven" (1) 1887 - 1900; s.s."Baron Belhaven" (2) 1925 - 1957; and m.v."Baron Belhaven" (3) 1960 - 1967) and we wish her a long and successful career, trusting that she will prove profitable for her Owners and her Charterers.

In conclusion, we must express grateful thanks to our Norwegian hosts for the warmth of their welcome and their abundant hospitality during our all too brief stay in Tønsberg.

Mrs. Eyre and Mr. C.H. Thrap-Meyer, Managing Director of Kaldnes Mek. Verksted, A/S.



"Baron Belhaven" on her way down to the sea.


Just one more push - P-L-E-A-S-E-!

A novel way of trying to refloat a stranded ship. The 300-ton Norwegian coaster "Frysna" grounded at Inverness in February after developing a steering fault. The bulldozer made a valiant attempt but had to retreat, baffled and beaten, while more conventional means of refloating the ship were employed.

Photograph by Scottish Daily Record and Sunday Mail Ltd.

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Epitaph seen on a tombstone

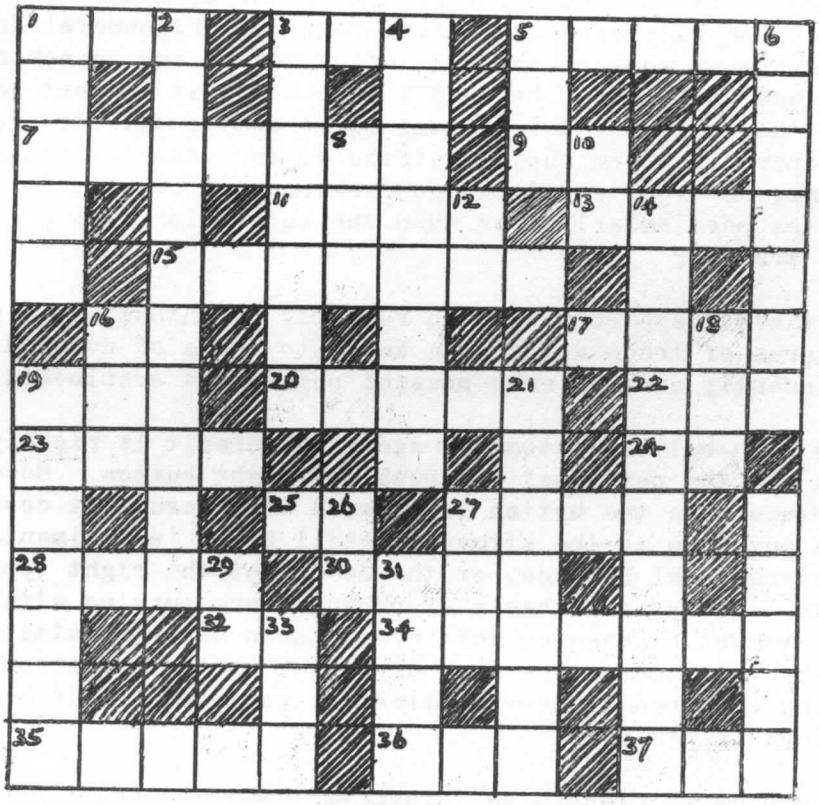
Here lies the body of John McCrae,
He died defending his right of way,
He was right, dead right, against the throng,
But he's quite dead as if he'd been wrong.

# CROSSWORD

(Solution on Page 44)

## Across.

1. Is the golfer ill when under this? (3)
3. Mix your drink to consume (3)
5. When the dentist loses his, he might hit yours (5)
7. Surround (7)
9. The subject is us (2)
11. Canvas shelter (4)
13. Can be open or shut (4)
15. Disturb (7)
16. Ratio (2)
17. Stables (4)
19. Not very bright (3)
20. Requirements (5)
22. Rubbish, Tommy! (3)
23. A story poetically told (4)
24. Indefinite article (2)
25. Repeat 16 (2)
27. Piece of 'baccy (4)
28. Bacchanalian revelry (4)
30. Bound by a mixed diet (4)
32. For example (2)
34. Food for a pop-eyed sailor (7)
35. Fish (5)
36. Caeser tried to borrow one (3)
37. Put back by the golfer, we hope! (3)



## Down.

1. To show self-satisfaction (5)
2. Hand recovery (10)
3. Pathos (7)
4. The younger generation (8)
5. Old! Good life the very opposite (3)
6. The lady was tired when she reached the top (7)
8. Batch (3)
10. Little Edward (2)
12. Good milk, this (2)
14. Indoor binoculars (5, 5)
16. Fruit seed (3)
18. Succeeded (3)
19. Financial indication of good faith (7)
21. He didn't wear a redcoat for fun (7)
26. Absolute perfection! (2)
27. Energy (3)
29. The other you - a bit old-fash--ioned maybe (2)
31. Most girls want to walk down this by the sound of it! (4)
33. To clean out (3)

J.T.M.

# DON'T ROCK THE BOAT!

It is obvious that world trade is continually on the increase. Two of the factors contributing to this are the higher standard of living and the population increase. In consequence, Shipping as a means of transportation of goods is here to stay for many decades yet. In spite of this, Shipping must continue to undergo changes not only in the design of ships and method of handling cargoes, but also in the policies under which vessels are controlled.

There was a time when Shipping was more of an adventure. Then the shipmaster was given authority by the shipowner to trade as best he could for the greatest financial return possible for the benefit of the owner. Radio and better world-wide communications altered this and more organised trading was thus possible. The responsibilities of the shipmaster underwent a change and it could be argued that his power diminished so that he no longer held full reign of the vessel's earnings. On the other hand, he still has the responsibility of ensuring a safe and profitable voyage and it is he who is the owner's designated representative - whose responsibility it is to safeguard all the contracts and agreements entered into by the shipowner.

Although a shipowner enters into an agreement in good faith, the successful out-come depends very much upon how precisely the agreement is interpreted and how conflicting outside interests may interfere. The shipowners' designated brokers and agents serve many masters who are influenced by the turnover of business of their clients and so it could be that a ship which is in port today and then may not return to that port for a long time might not be able to expect the same degree of co-operation from shore business as the vessel trading regularly to that port. Only an experienced and good shipmaster could handle this possibility and this/perhaps particularly true when the ship belongs to a company engaged in world-wide trading.

Many articles have been written recently by enthusiastic gentlemen about the changing patterns of trade which make sense to those of no great maritime experi--ence but frequently various ever-present points are overlooked in these articles.

In this push-button, automated age great credit is rightly heaped on designers, manufacturers and the personnel who push the right button. However, should no action take place when the button is pressed with resultant cost and delay, how often is this put down to the situation still being 'experimental', or lack of preliminary educational courses, or the fact that the right type of person is not being employed. Today, the wheels of progress are turning with ever-increasing velocity and it must be assumed that never again will the attitude of mind prevail whereby the theory 'now that a problem has been overcome it can be exploited before becoming involved in new experimental ventures' could be used as an excuse for uneconomical operations.

The foregoing is classed as 'progress', but the owner who talks of the exciting age in which we live is liable to be upset if one of his vessels is delayed in port through bad preparation of cargo gear or has suffered damage from 101 different causes mentioned in the charter party, had a fire on board, suffered a mutiny, collided with a lock gate, had a collision with another craft, knocked over a dock-side crane or been faced with claims because of the poor condition of the cargo - in general, had a costly voyage even although he is assisted by the minimum of certificated officers and an economically-reduced crew - or possibly even a below-average calibre of seaman. When the ship returns home without having suffered any mishaps and with all in order it is so easily taken for granted because, in the main, vessels do return home after an 'uneventful' voyage. It should not be forgotton, however, that this 'uneventfulness' is only achieved by experience, anticipation and foresight.

Consequently, it could be said that the shipmaster presents no problem to the shipowner, and his many inexperienced critics are lulled into the belief that even if he were not on board, the voyage results would be the same. Because new technological ideas which stir the mind are being put into practice, talk is inevitably centred on the new systems instituted. Should these systems

prove a success, the fear is that the critics might start pressing for even further reductions in experienced manpower.

How often, when engaged in foreign business or in times of emergency, one is thankful that an experienced shipmaster is on board because competition in port for service is intense and, as yet, no genius has evolved a method of eliminating the hazards of the sea.

Anon.

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**Economy** concentrates on the movement of the goods, **safety** concentrates on the movement of the vehicle.

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## RUSH JOB CALENDAR

| NEG. | FRI. | FRI. | FRI. | THU. | WED | TUE. |
|---|---|---|---|---|---|---|
| 8 | 7 | 6 | 5 | 4 | 3 | 2 |
| 16 | 14 | 13 | 12 | 11 | 10 | 9 |
| 23 | 22 | 21 | 20 | 19 | 18 | 17 |
| 32 | 29 | 28 | 27 | 26 | 25 | 33 |
| 39 | 38 | 37 | 36 | 35 | 34 | 24 |

1. This is a special calendar which has been developed for handling rush jobs. All rush jobs are wanted yesterday. With this calendar a client can order his work on the 7th and have it delivered on the 3rd.
2. Everyone wants his job by Friday, so there are three Fridays in every week.
3. There are eight new days at the end of the month for those end-of-the-month jobs.
4. There is no 1st of the month - so there can't be late delivery of end-of-the-month jobs on the 1st.
5. A 'Blue Monday' or 'Monday Morning Hangover' can't happen as all Mondays have been eliminated.
6. There are no bothersome non-productive Saturdays and Sundays - no compensatory leave or overtime to worry about.
7. With no 15th, 30th or 31st, no 'time-off' is necessary for cashing salary cheques or paying bills - in fact, there's no salary cheque either!
8. There's a new day each week, called Negotiation Day.

## THE COMMISSIONING OF "CAPE HORN" AT HAUGESUND.

Mr. J. Keith-Wilson, Assistant Editor of The Motor Ship, was present during the commissioning and attendant celebrations on board "Cape Horn" at Haugesund last January and kindly agreed to write an account of his trip to Haugesund for TRIAD. Bearing in mind how busy he must be, we are indeed grateful that he found time to write a contribution and wish to thank him for his interest and trouble.

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In the Autumn, 1970 issue of TRIAD your esteemed editor wrote - when describing the launch of the "Cape Race" at Tønsberg - that he had hitherto "been in the happy position of simply asking someone (albeit politely) who had attended a Norwegian launch or commissioning to write something about it". I am not sure who he had in mind to write about the commissioning of the "Cape Horn" at Haugesund at the end of January last, but a sudden 'brainwave' (or was it all previously planned!) (No, it wasn't - really! - Ed.) on the part of Mrs. W. Nicholson brought a unanimous vote for the Technical Journalist accompanying the party to provide the necessary "write-up".

Unaware of the extra story which I would be asked to write at the end of all the celebrations, I arrived at Haugesund late in the evening of Friday, January 29th, after journeying from London by air to Stavanger, then on by ferry to the island of Kopervik. Here I met up with the engine-builder's representative and his wife and Mr. Laurentz Nilssen of the shipbuilders, who then took us by car on to Haugesund.

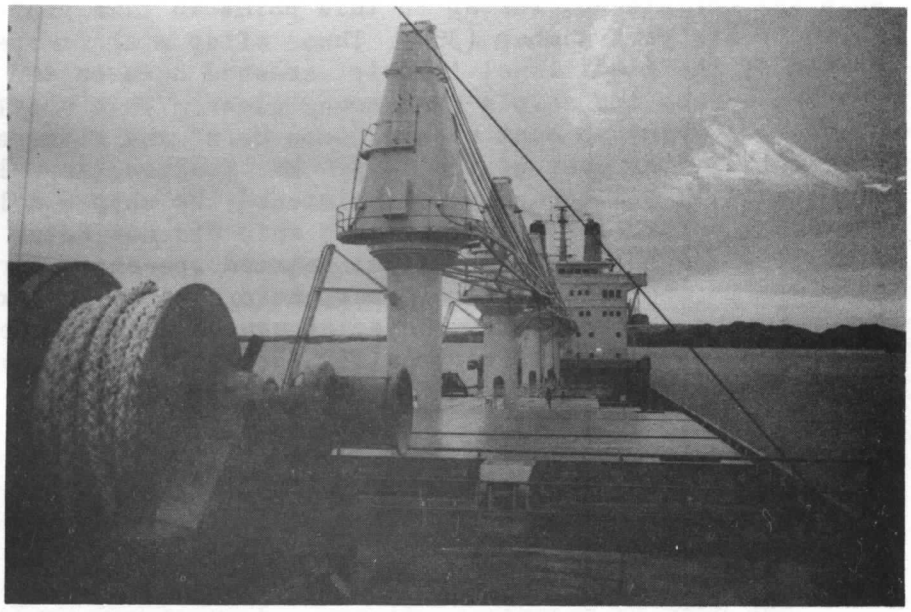
While the others of the party got to know each other at a cocktail party in the hotel, I was taken on a tour to the shipyard by Mr. Nilssen. Although relatively small as yards go these days, the Haugesund establishment is very much up-to-date. By using outside naval architects and block construction methods, the ratio of office staff to manual workers is 1 : 10 = the usual being 1 : 4.

Having been duly impressed by the techniques employed in the yard, it was only natural that I should find a fine ship in the "Cape Horn" the next day. In fact, the vessel proved to be one of the best designed and built I have yet had the pleasure to inspect on behalf of our Journal.

Although most hands had been up quite late on the previous evening, all the menfolk of the party were up on time to board the ship on the Saturday morning before 8 a.m. to attend the Acceptance Trials. A hearty breakfast was provided while the ship was made ready for sea and the engineering staff got things sorted out down below. Now S.S.M. has had quite a number of ships built at Haugesund but in the past it would seem that deliveries of ships with the particular type of machinery heating and cooling with which the "Cape Horn" is equipped have been during the warmer periods of the year. Although there was no snow in Haugesund on the day in question, the temperature was generally in the region of freezing point and hence the engines needed a little more warming up than previously experienced. Thus, there was a slight delay in us getting away from the berth but once out in the beautiful fjord "Cape Horn" came up to all expectations as the first class ship she is.

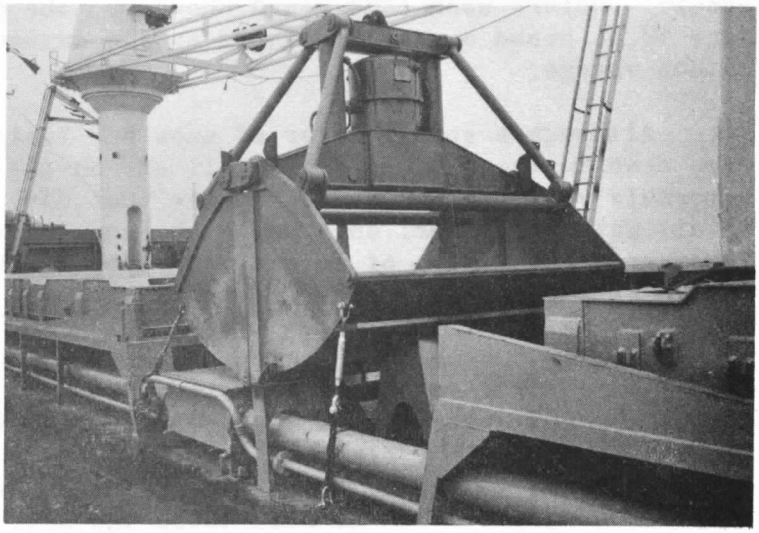
Being an ex sea-going engineer of the days before automation and unmanned engine-rooms, I often wonder what it must really be like to serve on ships where automation has been applied so sensibly. Furthermore, the standard of accommodation for both officers and crew on the "Cape Horn" is certainly one which will take some matching elsewhere in the British Merchant Navy.

The weather being relatively calm, everyone enjoyed an excellent Norwegian lunch at sea, during which short speeches were made by both Mr. Nicholson on behalf of Lyle and by Mr. Svend Sandved of the Shipbuilders when Mr. Nicholson presented the Yard's workers with a cheque for their social funds as a token of gratitude towards their fine workmanship, particularly when a lot of this was carried out after a disastrous accident in the Yard when a crane blew over in a gale.



View aft from the forecastle

The NEBB-built machin--ery console. Main engine controls in the centre of the deck. At the far end can be seen the engine alarm panel and the digital read-out.



One of the electro-hydraulic Peiner Greifer grabs in its stowed position.

By 3 p.m. we were safely berthed at the Yard where the ladies joined us and the ship was christened, for up to this point in time "Cape Horn" had been officially known by its yard number (38). Thus, after a short speech by Mrs. W. Nicholson, a bottle of the traditional 'bubbly' crashed down on the bow of the "Cape Horn" and a board across the ship's name swung clear. This short but impressive ceremony completed, everyone went aboard "Cape Horn" and gathered on the bridge for the official handing over of the ship. Mr. Sandved, in delivering the documents to Mr. Nicholson, temporarily re-christened the ship - a lapsus memoria; was he mistaking mother for daughter? But this did not deter Mr. Nicholson from accepting the ship and in a light-hearted speech compared the female gender of a ship with that of the female sex, referring to the extra warming up needed early in the morning, etc. This, of course, caused much laughter. However, Mrs. Nicholson took this all very calmly for, like a true lady, she was to retaliate later in the day.

A tour of inspection followed the outdoor ceremonies and before leaving the ship to get ready for the evening's festivities champagne was served in the officers' saloon and a picture was presented to Captain Warden - a personal gift to the ship from the sponsor.

The evening reception, dinner and dance were held in the Haugesund Reception Centre which, for those of us staying at the Saga Hotel, was a mere two minutes walk away. Norwegian traditions were followed throughout the evening, which started with everyone being given a minature table seating-plan appropriately marked with an 'X'. At the end of the Reception, everyone had to find the person on their immediate left and as the band struck up each gentleman escorted the lady, who was to be his neighbour at the table, off to the dining-room. At the table, a complete table-plan was available for everyone and a number of exclamations of surprise were to be heard since on the cover of each plan was printed a photograph taken only that afternoon of the youngest apprentice presenting Mrs. Nicholson with a bouquet of flowers at the naming ceremony.

The after-dinner speeches were started by Mr. Svend Sandved, whose theme was the close co-operation achieved between the Shipbuilders and Shipowners, while he ended by presenting Mrs. Nicholson with a beautiful carved penguin. The carving itself was a thing of great beauty, but on lifting the penguin from its pedestal an extremely attractive diamond brooch was found within. In replying to this presentation, Mrs. Nicholson remarked on the effects which a faux pas can have, with particular reference to changing ship's names. She also expressed some amazement at the way in which anyone could possibly understand the engine-room controls when the machinery control console had seemed to her more like an organ console. Mr. Nicholson rounded off the speeches in fine style by stessing the Company's pleasure at receiving such a well-finished ship as the "Cape Horn".

To complete the evening's festivities, there was plenty of dancing for those who had any energy left (and there weren't many who didn't join in), and only when the energy was finally burnt up did we wend our weary way through fresh falling snow to the hotel in the 'wee, sma' oors'.

This was the first snow of the winter in Haugesund and by the time most of us were stirring later that morning, it was still drifting down on a freshening breeze. Before noon came round, however, the deep tones of "Cape Horn's" siren were to be heard across the fjord as she manoeuvred away from the Yard on her maiden voyage.

Although a goodly layer of snow had fallen by 2 p.m., our Norwegian hosts came down to the quay to see us all off on the ferry to Stavanger and so ended a memorable visit to Haugesund. Later that day, in the Atlantic Hotel in Stavanger, we all gathered in Mr. and Mrs. Nicholson's hotel room for a final drink and chat together and the idea of an outsider writing about the commissioning of the "Cape Horn" was born.

When embarking on this trip to inspect the "Cape Horn" it appeared (to all intents and purposes) to be a routine job - albeit a break from office routine. However, through the generosity and kindness of both my hosts - Lyle and H.M.V. - it will remain a very pleasant memory for some time to come. It therefore only remains for me to thank, through these pages, all those who made my visit to Norway so enjoyable and to wish those who sail in "Cape Horn" happy and trouble-free voyages.

In the last number of TRIAD reference was made to the holding of the Annual Dinner of the Glasgow Shipowners' and Shipbrokers' Benevolent Association at the Central Hotel, Glasgow, on 10th November, 1970. On this page we present two photographs taken at the Reception held immediately prior to the Dinner.

Left to Right :

Mr. A. Watson, M.B.E., Deputy Director of the Chamber of Shipping of the U.K.
Mr. W. Nicholson, Managing Director of Lyle Shipping Co. Ltd.
Mr. J.C. Robertson, D.L., Vice-President (now President) of the Association and Chairman, British Shipping Federation, Scottish and Ulster Area.
Vice-Admiral Sir Ian McGeoch, K.C.B., D.S.O., D.S.C., lately Flag Officer, Scotland and Northern Ireland.
Mr. H. Hogarth, Chairman and Managing Director of H. Hogarth & Sons Ltd.

Mr. James P. Davidson, General Manager of the Clyde Port Authority, and Mr. William Nicholson.
Some barley must have been removed from the Granary!

# Q U I Z.

1. Where was the world's first fog-horn installed?

2. What is a maulstick?

3. When, and where, was Alchoholics Anonymous founded?

4. At which battle did Admiral Lord Nelson hold his telescope to his blind eye, thereby ignoring his commander-in-chief's order?

5. Princes Street, Edinburgh, is one of the world's best known streets. How did it get its name?

6. What does an 'f' number stand for in photography?

7. The official scale of the Centigrade thermometer is named after the Swedish astronomer who developed it. What is his name?

8. In legend, who rode Black Bess?

9. Which is the smallest dog in the world?

10. The following quotation from Macaulay's 'History of England' relates to one of the kings of England, which one?

"He had been, he said, an unconscionable time dying, but he hoped that they would excuse it".

11. What is a horse's frog?

12. How does the deathwatch beetle make its tapping noise?

13. What was the famous 'gauge dispute' in railway history?

14. In which battle did the Charge of the Light Brigade take place?

15. At the Congress of Vienna certain bargains were made and, in this connection, what happened to Norway?

16. Which is Europe's deepest lake?

17. In the Bible, who were the two companions of Shadrach who were thrown into the fiery furnace for refusing to worship the golden idol?

18. Which British coin ceased to be currency on the 1st August, 1969?

19. In mathematics, the binary system is based upon the number 2. Which number is the duodecimal system based upon?

20. Which Scottish king regained the Hebrides from the Norwegians?

(Answers on Page 44)

## SOME OF MUM'S CHEAP MILK HOWLERS

Mothers, and expectant mothers, have to fill-in a form before they can receive cheap milk. Below are a few excerpts which came to light when the man receiving these applications cleared his desk prior to retiral. He stresses that each one is geniune:-

"Please send me form for cheap milk I am expecting mother".

"I have a baby twelve months old, thanking you for same".

"Please send me a form for supply of milk for having children at reduced prices".

"I have posted the form by mistake before my child was properly filled in".

"I have a baby two months old, fed on cows and another child".

"Please send me form for cheap milk. I have a baby six months old. I did not know anything about it until a friend told me".

"Milk is wanted by me baby. Father unable to supply it".

"This is my eighth child, what are you going to do about it?".

"Sir, I am forwarding my marriage certificate and two children, one of which has been a mistake, as you will see".

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Pages 33 and 34 of the Summer, 1970 number of TRIAD carried the report of a football match played between a team from "Cape Sable" and Port Pirie Savoy.

As a follow-up to that report, D.F.W. of "Temple Arch" writes as follows:-

To avenge the defeat of "Cape Sable" by The Savoy Football Team, Port Pirie, the Master and Crew of the "Temple Arch" challenged that team to a return match. Alas, although the result was an improvement on the "Cape Sable's" 11-0 defeat, the fine effort put up by the "Temple Arch" 'Young Lads' ended in a 10-1 defeat! So, once again our Italian friends have escaped - but we shall be back!

At the same time during the ship's stay in Port Pirie the local table tennis club were entertained but regrettably, here again we met defeat, failing to win one match. But nevertheless, a very enjoyable evening was had by all. In our own defence, it might be mentioned that some of the Port Pirie team were of at least national standard.

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Captain John Pearson wrote an atricle in the Spring, 1969 number of TRIAD on the two Glasgow sludge hoppers "Shieldhall" and Dalmarnock". Readers will recall Captain Pearson mentioned that the days of the "Dalmarnock" were numbered as a replacement was being built by James Lamont and Company, Port Glasgow. The new ship was, in fact, launched on 14th September, 1970 by Lady Liddle, wife of Sir Donald Liddle, Lord Provost of Glasgow, and christened "Dalmarnock". The new ship will carry 3,000 tons of sludge and is the fifth ship built for Glasgow Corporation specially for this work, which commenced in 1904.

Incidentally, Lamonts celebrated their centenary last year.

The following poem, written by an anonymous gentleman (why, do you suppose, does he wish to remain anonymous?) has reached us by a circuitous route taking in such diverse places as Singapore, Jeddah and Australia! Should the anonymous gentleman read his poem in TRIAD we hope that he will forgive us for publishing it without his express permission!

## HOGARTH'S H'INDIGESTION, or LYLE'S LIVER

"A ship", cried the Mate, "not showing a light".
"By God", said the Master, "I believe that you're right".
They then made a signal with dashes and dots
But ne'r a reply came from the m.v. "CAPE POTTS".

"She's not listing at all - quite well afloat,
You'd better go over; Lower the boat!"
And blowing two whistles to call out the crew
The Mate gave the order without more ado.

They came alongside after ten minutes row
And the Mate went aboard by line from the bow.
As he stood on the fo'c'stle to wait for the rest
He was struck by a thought of the "MARIE CELESTE".

As they made their way aft not a word was said
For fear of the ghosts they might raise from the dead.
An eerie silence gripped them with fear,
In spite of the moon shining silvery clear.

The main house was silent and black as a hat
And on the storm step lay the corpse of a rat.
"I don't like this, men", said the Mate, quiet and grim,
"Keep close behind me and let's have some glim".

At the saloon, with the light shining high,
They all started with a terrified cry
For the light of the torches, illumining bright,
Had thrown in relief a most horrible sight.

For there sat the men, each one in his chair,
A mere bag of bones with no skin and no hair,
And gazing aghast at the grisly view,
"Stab me!", cried the Mate, "'tis a skeleton crew!"

Fighting revulsion, they entered that place,
Avoiding the glances of each sightless face.
And, searching the table for glimpse of a clue
The Mate caught sight of an S.S.M. menu.

"Consomme Royale; Roast Mutton Soubise;
Macaroni Timbale and Kromeski La Russe".
And then further down, in blatant relief,
"Roast Haunch of Veal and "SILVERSIDES BEEF".

With a deep, feeling sigh and a shake of the head
They left the saloon with reverent tread.
"Ah well!", said the Mate, "they're better off now,
Away from the fears of monotonous chow!".

Back home in Glasgow a door is kept shut,
For behind it a Chief Steward's receiving his cut.
And how about Silversides? And all this old Veal?
Another Ship Chandler has just made a deal...!...

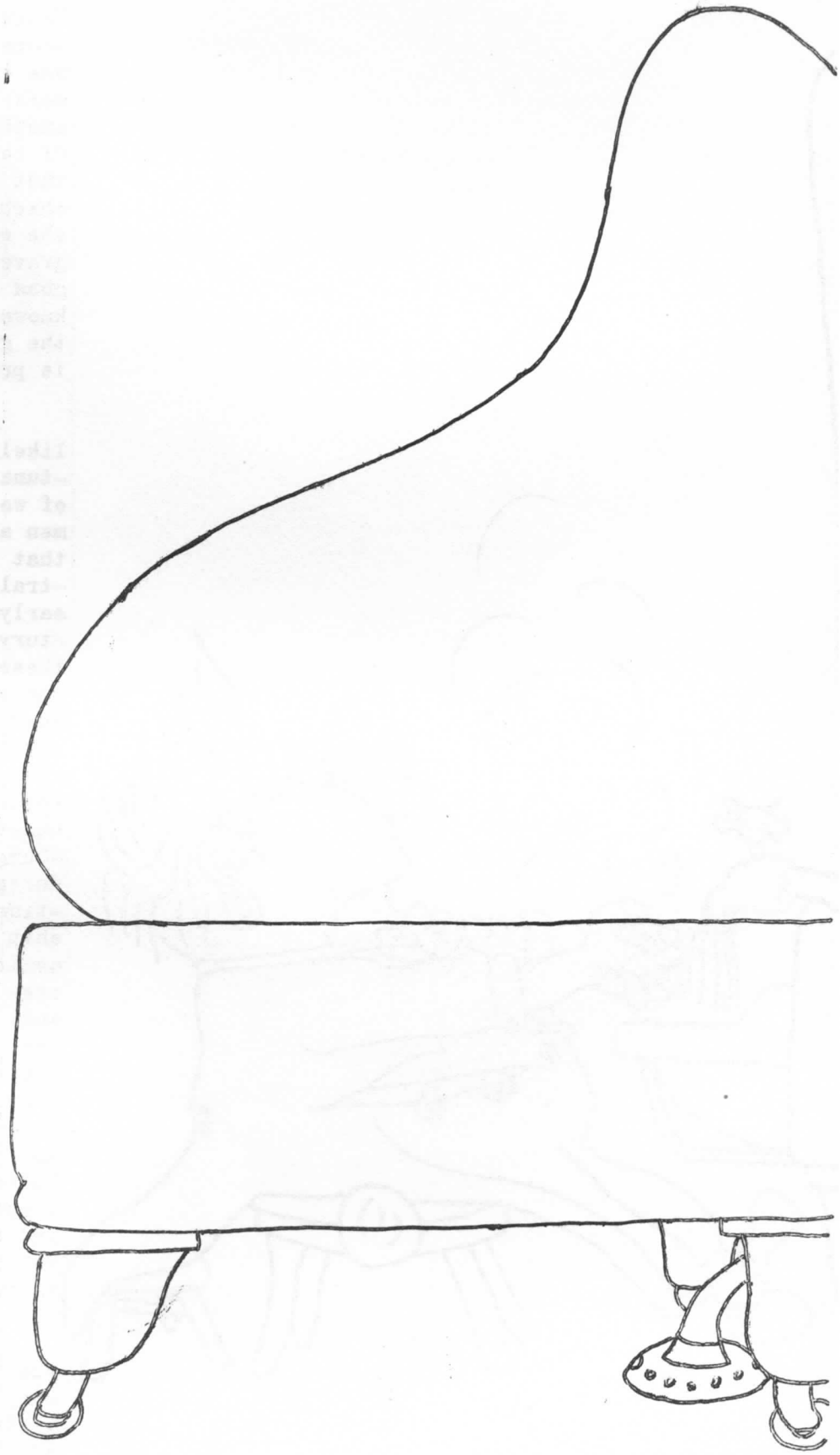
ANON.

# A LONELY GRAVE

Pages sixteen and seven--teen of the Autumn, 1970 number of TRIAD carried an article which originally appeared in the New Zealand Weekly News and a subsequent issue of that publication included an article on the sub-Antarctic Islands of New Zealand in which a reference was made to the heather which grows on Campbell Island, one of the group, and a grave on that island - possibly that of 'an exiled lady of noble birth'.

Campbell Island is not most people's idea of the perfect holiday isle, lying as it does, by itself, about five hundred miles south of Invercargill, New Zealand, and about 250 miles south-west of the Auckland Islands Group. To the south there is nothing but wind-lashed ocean as far as Antarctica. The island's present popu--lation is comprised of a few men of the New Zealand Weather Service who make meteorological observations and keep records of the weather in the area.

Not surprisingly, the vegetation on Campbell Island is meagre, consisting mainly of coarse grass, and the overall impression must be one of windswept bleak--ness. However, there is one patch of colour - similar to that seen on Scottish hillsides in autumn - and the source of this colour is the same - heather! In the vicinity of this heather are to be found the remains of a hut and, so legend claims, near this spot also is a grave, no longer to be traced, but without doubt in evidence a century ago. Men from whaling ships who had visited Campbell Island knew of it and spoke mysteriously of 'a lost lady of old years' who, they maintained, was the daughter of Prince Charles Edward Stuart - Bonnie Prince Charlie - and his mistress 'Meg Wilkinshaw'.



The story is that, after his defeat at Culloden in 1745 and subsequent exile in France, 'Meg' joined him there and in due course a daughter was born. After reach--ing adulthood, this daughter got to Scotland where elements, fear--ing that her presence might stir up trouble, arranged to have her sent far overseas and it was a Captain William Stewart, the dis--coverer of Stewart Island, who was earmarked to carry out this work although, apparently, it was another man who completed the task. Of course, the story continues that it was Campbell Island upon which she was abandoned and where she eventually died, hence the grave. This has the makings of a good story but in fact nothing is known regarding the identity of the grave's occupant and the truth is probably far less romantic.

Another, and possibly more likely theory is that this unfor--tunate woman was one of a group of women who accompanied whaling men and sealers to sea. It is said that some women, confined in Aus--tralian convict settlements in the early years of the nineteenth cen--tury, were only too glad to go on these lonely voyages to escape and where many of them ended their lives, goodness knows. This theory gains strength from the story of Elizabeth Farr, one of these women, who in 1810 sailed in the brig "Perseverance" under the command of a Captain Hassel--burg. He discovered Campbell Island during the course of a sealing expedi--tion and, on 4th November, 1810, his ship lay anchored at the island awaiting the return of some of her crew who had been ashore collecting seal oil. Captain Hasselburg, three men, a boy and Elizabeth Farr set off shorewards in the jolly-boat to help when the boat capsized and three of its occupants - the Captain, a seaman and Elizabeth Farr - drowned. The bodies of the two men were not recovered but that of Elizabeth was and she was buried on the island - so the possibility is that the grave is in fact hers.

This is all pure speculation and the truth of the grave lost for ever but, whatever the truth it is an inter--esting tale. Similarly, the origin of the heather remains equally in doubt!

In the Winter, 1970 edition of TRIAD mention was made of "Baron Ardrossan" going to the aid of the fishing boat "Ocean Harvester" in the North Sea very soon after leaving Haugesund on her maiden voyage in October. The accompanying photo--graph, taken from one of the helicopters in attendance, shows "Baron Ardrossan" offering a lee to the distressed vessel.

As a complete contrast to the upper photograph, the one below shows "Cape York" passing out of Tauranga Harbour Entrance during the evening of Saturday, 12th December, 1970 with a cargo of sawn timber bound for Liverpool and Avonmouth. Mount Maunganui Wharf can be seen in the background. Photograph taken by Peter Hoggard, of Tauranga.


"God bless her and he who sails in her"

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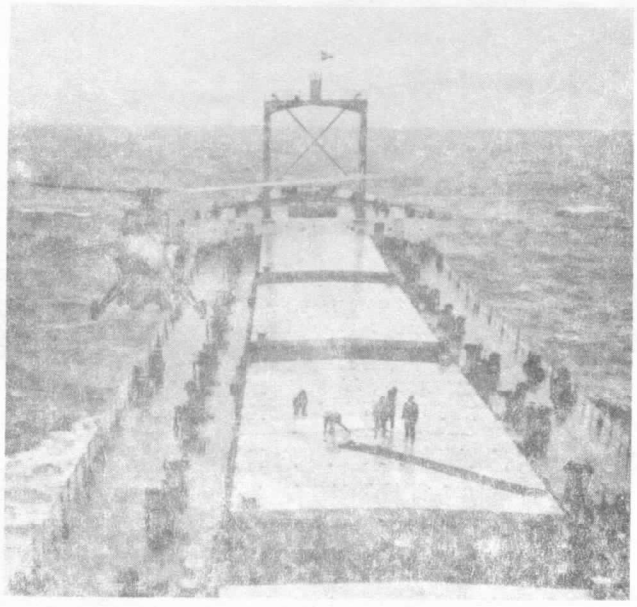
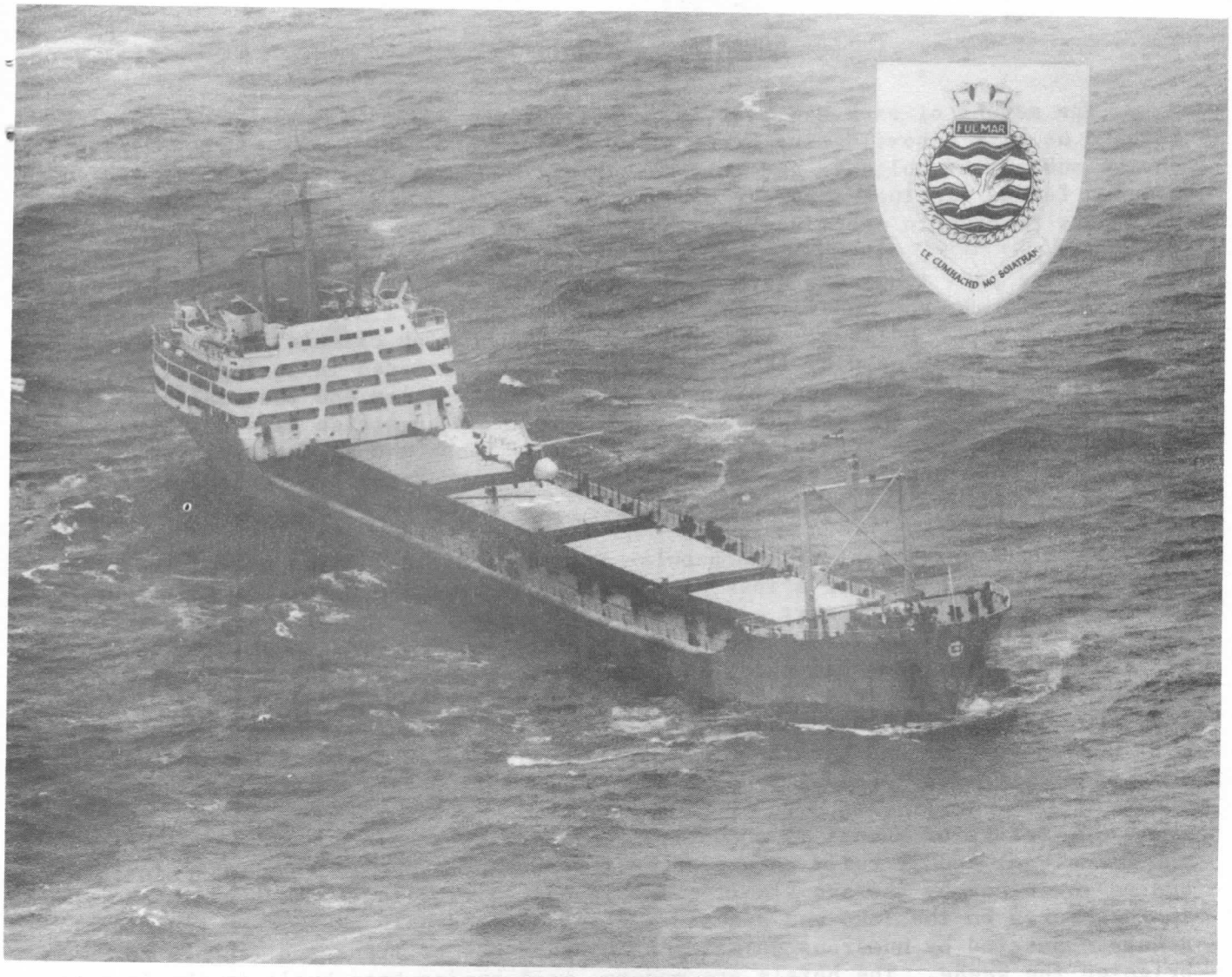
In the last number of TRIAD we reported the removal of a sick man from m.v. "Cape Howe" to hospital by helicopter. Photographs relating to this rescue have been received and will be seen here. Subsequent to the rescue Mr. W. Nicholson, Managing Director of Lyle Shipping Company Limited, travelled to Lossiemouth, the helicopter's home base, on 25th November, 1970 to present a cheque for £100 from Owners as a token of their appreciation and gratitude. This cheque was accepted by the helicopter's captain, Lieut. Phil Bartley, on behalf of the Naval Air Relief Fund and this presentation is seen in the lower photograph, opposite. Those in the photograph, left to right, are : Captain W.D. Lang, C.O. at Lossiemouth, Mr. Nicholson, Lieut. Bartley, and Leading Airmen D. Olkes and R.P. Doyle who, with Lieut. Bartley, formed the crew of the helicopter during the rescue mission.

After handing over the cheque, Mr. Nicholson was presented with two mounted photographs of the helicopter landing on "Cape Howe's" deck - the photographs having been taken from the accompanying Shackleton aircraft - and one of these photographs is seen opposite, upper.



View from bridge of helicopter about to land on "Cape Howe's" No. 3 hatch


FULMAR


ROYAL
ROYAL NAVY
XN387
RESCUE

## ROMANIAN LITTORAL.

The advent of each New Year is invariably the signal for the newspapers to bombard us with a bewildering array of advertisements, photographs and articles on the subject of holidays and this number of TRIAD is going to get in on the act too for we are including our piece about a holiday - the difference being that ours relates to a holiday just past, not one yet to come.

In the past ten years nothing has done more to alter the trend and broaden the scope of summer - and for those who can afford it - winter vacations than the 'package deal' holiday. The vagaries of the British climate, combined with cheap facilities offered by travel operators have succeeded in luring millions of Britons to the sunny Spanish shores, the Balearic Isles and the Italian Adriatic to mention the most popular. The Communist countries have not been slow to recognise the capital potential of these tours and in the last few years Yugoslavia, and then Bulgaria and Romania, have entered the broadening spectrum of Tourism.

Having sampled most of the popular fronts, I decided to go behind the Iron Curtain last September for a look at Romania and chose the Black Sea resort of Mamaia, acclaimed as the most modern and offering all the usual tourist attrac-tions. The flight by Tarom, the Romanian State Airline, was undertaken by an ageing turbo-prop, somewhat noisy and slow but comfortable. The hostesses were, I thought, not over-attentive - possibly because they had already been on the go for about ten hours with another five-hour flight to Constanta before them. The meal served was not bad but the black, cold coffee which followed was a disaster and, apart from Pepsi-Cola, there were no other soft drinks available.

The resort of Mamaia is about five Km. from Constanta, the largest port on the Black Sea, and is built on a sand spit bordered on one side by Lake Siutghiol and on the other by the sea itself. The layout is excellent, the broad main thoroughfares on the lake and sea sides being adorned with statues and sculptural groups connected by numerous walks with an abundance of trees and flowers to brighten the scene. The hotels are modern, most having been built in the last few years, and these have been well spaced out to afford the maximum 'Lebenstraum'. The interior decor is good and the accommodation has the usual twin-bed, shower, etc., complex now being taken for granted in the emergent tourist countries. One of the better features of the hotels here is a separate restaurant which prevents the smell of cooking filtering into the hotels. Another advantage is that music for dancing does not disturb those guests who retire earlier that the younger generation. The main criticisms of our hotel were the lack of organisation in the dining-room and the food, enticingly described as 'International Cuisine suitable for British tastes'. In the event, this was debatable and might, in Britain, have given rise to an action under the Trades Description Act! There was plenty of meat, some of it very good, but too often it was spoiled by being under-cooked and served lukewarm. This was a frequent complaint and was relevant to other items in a menu which lacked variety. Table service was, at the best, fair and at times very poor. The staff seemed unwilling or incapable of initiative - a reflection perhaps on labour direction. Although on the surface the management appeared to bend over backwards to please, our couriers admitted that they had difficulty in getting through to a director capable of effective action. It was most interesting - and occasionally amusing - to watch the regular comings and goings of 'brief-case groups' in the hotel, some of them presumably good Party members preserving the cloth cap image of the working man. A 'bunnet' and a brief-case in that genre appeared to me as a political anachronism.

Many of the hotels had conferences of one kind or another and Mamaia is well suited for the purpose. Its appeal lies in its expansive beach of fine sand and safe sea bathing in hours of unbroken sunshine. Along the beach from our hotel was a solarium with separate sections for each sex. It is no euphemism to say the ladies section was a mixed bag, judged by the ages and physical characteris-tics of its supporters. The outside wall of both sections had an open trellis at the foot and it was comical to see many males lying alongside the ladies section. One theory advanced was that they were trying to keep the draught away

from the buffties inside! Parasols and deck chairs were available for hire but there was a sad lack of the soft drinks so abundant in Spain. The stall at our part of the beach opened for an hour on the first day and remained closed for the rest of the fortnight. Certainly, the season was drawing to a close but the absence of these amenities was a sore point. The opportunities to make a veritable fortune on beach cafe sales were readily obvious to many of us but the commerical potential was ignored, by design or otherwise. Tourists are prepared to spend money and I imagine that most are not concerned whether the profit goes to the State or private interests so long at they get value for cash. This last condition was not always evident in the shops at Mamaia.

These shops are scattered throughout the resort with one main complex of about a dozen shops midway. The best buys were in the dollar shops where only foreign currency is accepted, thus Sterling can be used to advantage. Prices were relatively high and the choice limited. Even in Constanta there was little to buy in the way of presents. Our Romanian courier, a charming young married school teacher, was at pains to explain that the prices in the resorts were in no way reflective of the general level elsewhere. She earned £8 a week as a school teacher, of which about 10% went in income tax. Housing is rented at an average of about £2. 10. 0d a week and in Constanta large housing developments were in progress of the three-storey type so common in Glasgow. Graduates, I believe, are required to work where directed unless they elect to refund the cost of their university education. After three years, however, they can choose where they wish to work - within the country.

Some interesting tours are available - to Kiev, Istanbul, the Danube Delta and, not so far away, Bucharest. The snag is that you have to leave at 4 a.m. and are away until 1.30 a.m. the next day. I did my sightseeing on the beach, but I did rustle up enough enthusiasm to do a short afternoon trip to Murfatlar Wine Factory, where we inspected the plant and sampled the wine. It was a most enjoyable and amusing experience. The party from our hotel were all Scots and we were joined by some English tourists from another hotel. The atmosphere in the 'bus was congenial, the Glasgow contingent listening intently for the least hint of disparaging remarks from the English party about Scots footballers to start a good-going argument. However, only the usual desultory conversation was exchanged on the outward journey. The transformation came after the party for--sook the proverbial injunction "Look not upon the wine when it is red". To a man, and most of the ladies, they emerged from the wine-tasting session visibly glowing and within minutes of re-entering the 'bus were singing loudly such choral gems as "Scotland The Brave" and "I Belong To you-know-where". In these situations the wee Glasgow character is seen at his best - hair plastered down in a middle parting, top set missing, and exuding an aura of cosmic conviviality. Truly, it was a memorable trip!

One other excursion took in Mangalia, the most modern group of four closely-knit holiday centres in Romania, all named after signs of the Zodiac. I was very impressed with Neptune, particularly the careful planning of the layout and the unique designs of some of the new hotels being built.

It is significant that the company which organised our package holiday has excluded Romania from its brochure this year. While the general view of our party was that the Romanians have some way to go to match the other popular tourist countries, they are catching up quickly and in the next few years the Black Sea resorts should be well worth a visit.

JAYBEE.

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Useful Driving Hint - Understeer and Oversteer.

If you go through the hedge nose-first, that's understeer ; if you go through stern-first, that's oversteer!

The following article by C. Hope Johnston appeared originally in the October, 1970 number of NAVY and we are indebted to the Editor of that publi--cation and to Mr. Hope Johnston for permission to reprint it here.

While of general interest, the article is perhaps of particular interest to many readers of TRIAD when it is pointed out that one of the Merchant Air--craft Carriers mentioned, "Empire Macandrew", subsequently became Lyle's "Cape Grafton". Photographs of that ship in her wartime guise and as the "Cape Grafton" will be seen.

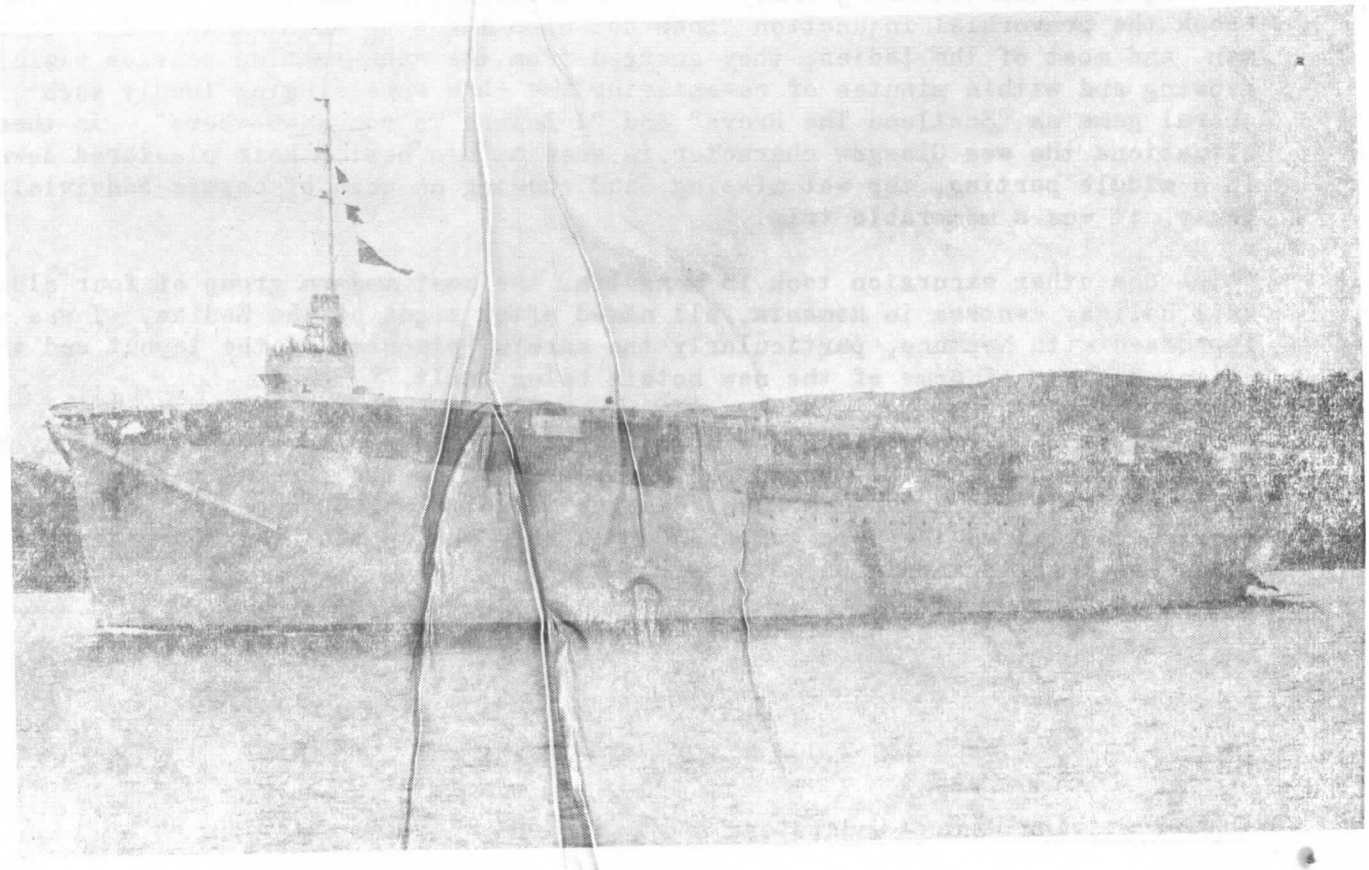
Completed in 1943 by William Denny & Brothers Ltd., Dumbarton, the "Empire Macandrew" was managed on behalf of the Ministry of War Transport by the Hain Steamship Company and subsequently became the "Derryheen" in 1947, her owners then being McCowen & Gross Ltd. Lyle Shipping Company acquired her in 1951, renaming her "Cape Grafton", and she remained in the fleet until 1963 when she was sold to Patricia Cia. Nav. S.A., Liberia, and renamed "Patricia".

## THE MERCHANT AIRCRAFT CARRIER

At the height of the Battle of the Atlantic in 1942 the convoys were suffering terrible losses because there were too few aircraft carriers available and air cover from land on both sides of the ocean still left unprotected the mid-ocean part of the passage. This was known as the '500-mile gap'.

The Admiralty decided that a type of ship must be designed which could be built quickly and could perform the dual role of grain carrier and auxiliary aircraft carrier. The result was the Merchant Aircraft Carrier, known to sea-farers as the MAC ship.

These ships were very successful and they quickly established their reputation. Before every convoy sailed from North America for Britain, the masters of all ships going in the expedition assembled for a briefing conference. Invariably the question was asked : "Will there be any MAC ships?" The answer "Yes" brought applause and the supplementary answer "Two of them" brought a cheer. In this way the MAC ships did much to raise the morale of the Allied merchant seamen.



The grain-carrying MAC-ship "Empire Macandrew", built at Dumbarton by Denny Brothers in 1943.

The general design of the ships was worked out by the Burntisland Shipbuild-ing Company, Fife, Scotland, and the Department of Merchant Shipbuilding, Admiralty, and the agreed plans were passed to various other shipyards.

Ships built in different yards were bound to differ slightly but as designed the MAC ships had the following principal particulars:

| | |
|---|---|
| Length o.a. | 448 ft. 0 ins. |
| Breadth, m'l'd. | 57 ft. 0 ins. |
| Depth to flight deck | 53 ft. 0 ins. |
| Length of flight deck | 422 ft. 0 ins. |
| Breadth of flight deck | 62 ft. 0 ins. |
| Draught of ship | 24 ft. 6 ins. |
| Gross register | 7,950 tons. |
| Deadweight | 7,930 tons. |
| Capacity (grain) | 379,000 cu. ft. |

The cargo was carried in eight holds below the second deck and was loaded through trunkways which led right up to the flightdeck, watertight flush hatch covers being fitted. The discharge of the grain, amounting to 7,500 tons, was by shore suction plants and capable of being completed in sixteen hours. The space between the second and upper decks was used for the stowage of stores. The hangar for the four folding-wing Swordfish aircraft extended from the second deck to the flight deck at the after end of the ship. An electrically-operated lift 42x20 feet could handle a load of 10,000 lbs. at 30 feet per minute. Arrester wires were fitted to the flight deck.

Accommodation was provided, all told, for 107 persons on board, comprising fifty-two Merchant Navy Officers and ratings, si[illegible]n DEMS (Defensively Equipped Merchant Ships) gun crews and thirty-nine officers and men of the Fleet Air Arm.

Propulsion was by Doxford 4-cylinder opposed piston oil engines of 600mm bore and 2,320mm combined stroke, developing 3,400 bhp at 114 rpm to give a speed of thirteen knots.

In a paper to the Institution of Naval Architects in London in 1947, James Lenaghan, wartime member of the Admiralty Department of Merchant Shipbuilding and later managing director of Fairfield Shipbuilding and Engineering Company, Glasgow, gave an account of the planning of the MAC ships. Six dry cargo ships were to have a length of 412 or 425 feet. The normal machinery for a ship of the size and trade would have been of 2,500 bhp but in order to give the aircraft better take-off capabilities, the MAC ships were to be given 3,300 bhp. A flight deck of 390 x 62 feet was regarded as the minimum but it was found possible to extend this by twenty-four to thirty-four feet.

The second series of MAC ships, those to carry oil, were to be converted from existing tankers or those under construction. Their length was to be about 490 feet. Unlike the dry cargo ships, the tankers could not provide hangars and the aircraft had to be parked on the after 100 feet of the flight deck when flying off and forward, behind a 'tennis net' barrier, when landing.

The specially-designed MAC ships were given, conveniently enough, names of a Scottish flavour introducing the letters 'Mac'. The keel of the first, the "Empire Macalpine", was laid down at Burntisland Shipyard on August 11th, 1942 and was delivered to the Admiralty on April 14th, 1943 - a remarkably short time for the building of a new type of ship. Burntisland built one other of the ships, William Denny & Brothers, Dumbarton, and Lithgows Ltd., Port Glasgow, also built two each, almost all of them being completed in 1943.

According to the "The Ben Line, 1939-1945", the construction of the "Empire Macalpine" was supervised by the Admiralty, Lloyd's Register of Shipping (on behalf of the Ministry of War Transport), and latterly by Ben Line superinten-dents. After speed trials in the Firth of Forth, she was taken into Leith for further servicing and then proceeded to the Clyde for flying trials.

The Ben Line Master appointed was Captain W.F. Riddle and the Fleet Air Arm personnel were under the control of Cdr. L.G. Wilson, R.N., an officer with

wide experience as an observer operating from Fleet carriers. He was also one of the 'suicide' squad who, slightly earlier in the war, had flown in aircraft catapulted from catapult-armed merchantmen (CAM ships).

The flying trials were completed successfully. The first landing-on made by a Swordfish piloted by Lt. Cdr. Slater D.F.C., R.N., was regarded as an out-standing event, even by Admiralty officials. The entire ship's company was addressed by Admiral D.W. Boyd, Fifth Sea Lord, who later took off from the flight deck of the "Empire Macalpine" - he expressed the desire to be in the first loaded plane to leave the flight deck of a merchant ship.

The "Empire Mackendrick", built by Burntisland, was also managed by the Ben Line, her Master being Captain W.S. Campbell and later Captain W.C. Wilson. Between them, these two ships carried nearly a quarter of a million tons of grain from Canada to the U.K.

The movements of the MAC ships were a security secret until the war was in its later stages. Early in July, 1945 a newspaper report was revealed that the "Empire Macdermott" (built by Denny) under Captain Venables, had loaded 300,000 bushels of grain at Montreal and that she had been in service for fourteen months by that time.

It is fairly obvious that a baby flat-top tanker was an easier thing to conceive than a dry cargo ship with a flight deck. The four tankers taken over on the stocks ranged between 8,856 and 9,249 tons gross, in overall length between 481½ and 485¾ feet, in b.p. length 460 to 463 feet, beam 59 to 61¾ feet with a flight deck of 460 to 461½ feet and a breadth of 62 feet for all. One diesel engine developing 3,300 bhp gave a speed of eleven knots. These MAC ship tankers were the "Empire Mackay", built by Harland & Wolff, Glasgow; "Empire Maccoll" (Cammell Laird, Birkenhead), "Empire Macmahon" (Swan, Hunter & Wigham Richardson, Tyne), and "Empire Maccabe" (also Swan Hunter).

Nine pre-war-built tankers of the 'Rapana' class, all belonging to the Shell group and of around 8,000 tons gross, were converted by Palmers Hebburn Ltd. on the Tyne (3), Smith's Dock Company, North Shields (3), T.W. Greenwell & Company, Sunderland (1) and Silley Cox & Company, Falmouth (2).

After the war all the MAC ships were sold to private owners who traded them in their existing condition during the shipping shortage and then converted them at leisure, giving them new names.

It was announced in Lloyd's List on March 10th (1970) that Cia. Neuva del Oriente, of Panama, had sold its ship "Pacific Endeavour" to breakers in Hong Kong. This was her seventh name and her umteenth flag. Her first name was the most important - it was "Empire Macalpine"! The only survivor today is the "Vassil Levsky" (ex "Empire Mackendrick") which is under the Bulgarian flag.

Below, in table form, are the nineteen MAC ships, their builders, their post-war names and their dates of scrapping, where known:-

Dry-cargo MAC ships:

| | | |
|---|---|---|
| "Empire Macalpine" | Burntisland | "Derrynane", "Huntsbrook", "Suva Breeze", "Djatingaleh", "San Ernesto", "Pacific Endeavour". Scrapped Hong Kong 1970. |
| "Empire Mackendrick" | Burntisland | "Granpond", "Condor", "Saltersgate", "Vassil Levsky". |
| "Empire Macandrew" | Denny | "Derryheen", "Cape Grafton", "Patricia". |
| "Empire Macdermott" | Denny | "La Cumbre", "Parnon". |
| "Empire Macrae" | Lithgows | "Alpha Zambesi", "Tobon". |
| "Empire Maccallum" | Lithgows | "Doris Clunies", "Sunrover", "Eudo-xia", "Phorkys". Scrapped Osaka 1960. |

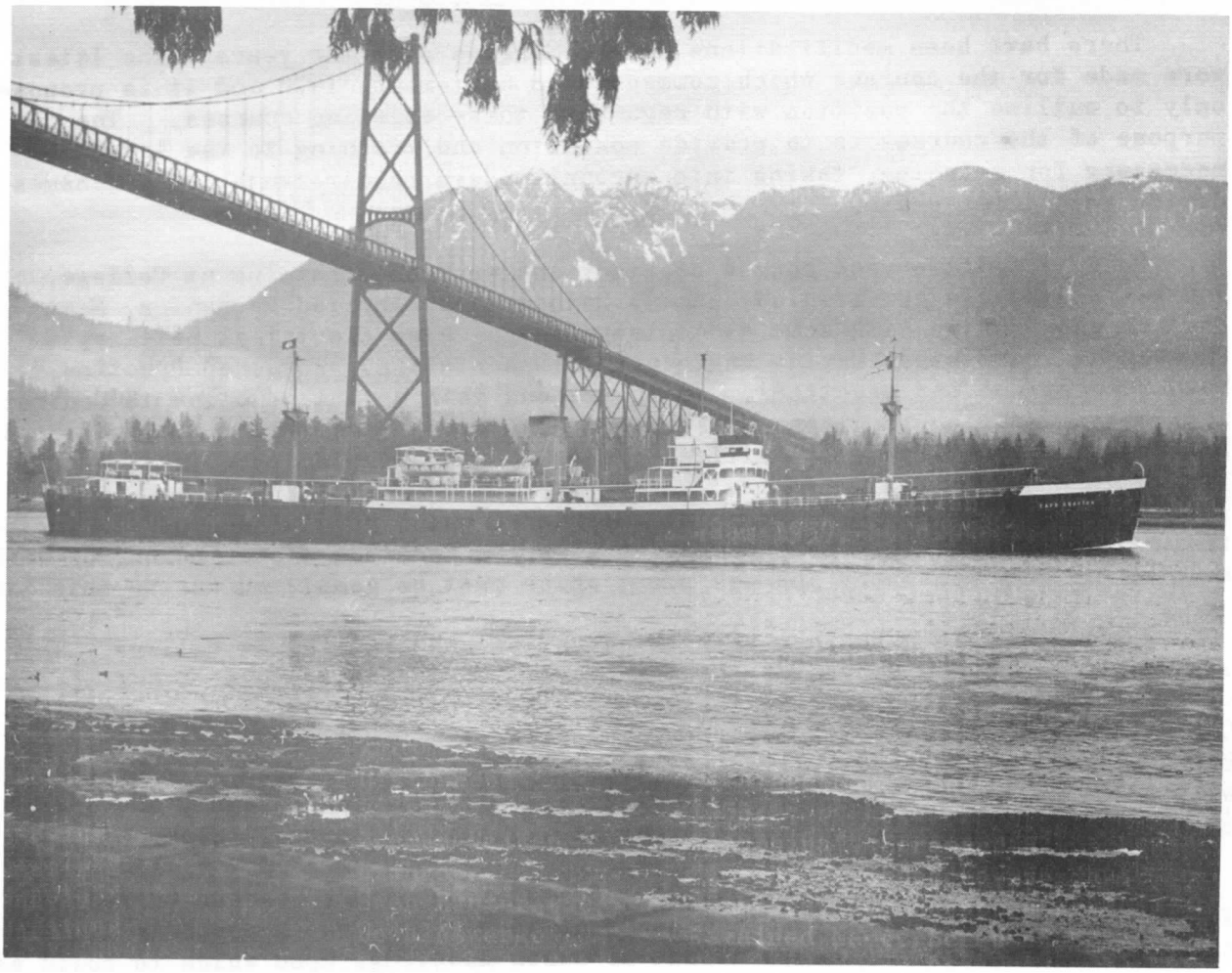
New MAC Tankers:-

| | | |
|---|---|---|
| "Empire Mackay" | Harland & Wolff | "British Swordfish". Scrapped Rotter--dam 1959. |
| "Empire Maccoll" | Cammell Laird | "British Pilot". Scrapped Faslane '62. |
| "Empire Macmahon" | Swan Hunter | "Naninia". Scrapped Hong Kong 1960. |
| "Empire Maccabe" | Swan Hunter | "British Escort", "Easthill Escort". Scrapped Hong Kong 1962. |

Converted MAC Tankers:-

| | | |
|---|---|---|
| "Acavus" | Workman Clarke | "Iacra". Scrapped Italy 1963. |
| "Adula" | Blythswood | Retained Name. Scrapped Briton Ferry 1953. |
| "Alexia" | Bremen Vulkan | "Lanthina". Scrapped Blyth 1954. |
| "Amastra" | Lithgows | "Idas". Scrapped La Spezia 1954. |
| "Ancylus" | Swan Hunter | "Imbricaria". Scrapped La Spezia 1954. |
| "Gadila" | Howaldswerke | Retained Name. Scrapped Hong Kong '58. |
| "Macoma" | Netherlands Dock | Retained Name. Scrapped Hong Kong '59. |
| "Miralda" | Netherlands Dock | "Marisa". Scrapped Hong Kong 1960. |
| "Rapana" | Wilton Fijenoord | "Rotula". Scrapped Osaka 1958. |

(The "Gadila" and "Macoma" were operated under the Netherlands Flag and were the first aircraft carriers of that country. Like the British vessels, they were classed as merchant ships).



Jack Lindsay Ltd., Vancouver.

m.v. "Cape Grafton" passing under the Lion's Gate Bridge, Vancouver.

GLASGOW COLLEGE OF NAUTICAL STUDIES

## Education and Training of Engineer Cadets.

The first alternative training scheme involving Engineer Cadets was devised in 1950. Prior to this an adequate supply of Junior Engineer Officers had been available from the traditional source of shipyards and marine engine workshops. As a result of the considerable reduction in the size of these industries and in the increase in other opportunities ashore for skilled men, the traditional supply was reduced thus making the alternative training scheme an essential source of supply of Engineer Officers. In addition, ships' machinery has become much more sophistocated during the last twenty years and a more specialised form of apprenticeship is preferable to that gained in the average workshop.

In the early days there was some hostility to the scheme by Engineers from the traditional source but it is now generally agreed that the scheme is basically sound. The scope exists for specialised training in addition to a good overall workshop approach.

At the present time almost half of the Certificates of Competency awarded by the Department of Trade and Industry (formerly the Board of Trade) are gained by Engineers who were originally Cadets. This trend will probably increase over the years. At present, there are 148 Engineer Cadets studying at this College - including nine employed by Scottish Ship Management Ltd.

## Outline of Cadet Schemes.

There have been modifications to the Schemes over the years. The latest were made for the courses which commenced in September, 1970 and it is proposed only to outline the position with regard to these existing courses. The purpose of the courses is to provide education and training to the level necessary for seagoing, taking into account modern requirements. The Schemes divide into three phases:-

PHASE I. A two-year course of study and workshop training at College. The basic subjects are studied, namely Mathematics, Applied Mechanics, Heat Engines and Drawing with some elementary Design, also Electrical Science, Physics and Chemistry, Marine Engineering (Descriptive), Workshop Practice, both theoretical and practical. In the second year an introduction to Controls and Instrumentation is given. The Cadets also spend some time in General Studies, Library and Recreational Activities (gymnasium and swimming pool).

PHASE II. Is a year's seagoing experience which should incorporate further training on board ship. Some companies give the Cadets a stated number of tasks related to ship machinery and equipment which must be completed during this time.

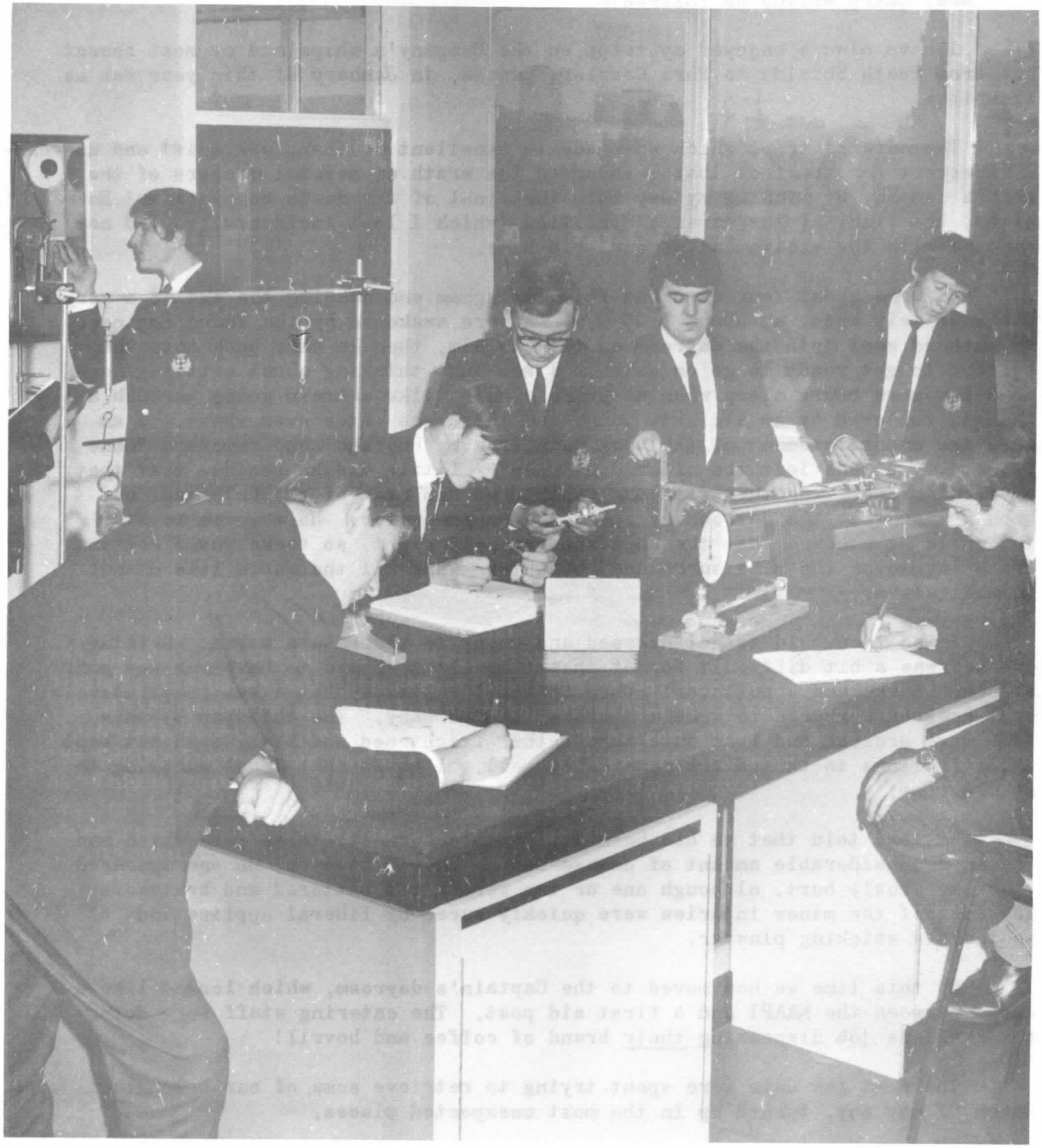
PHASE III. Is a further year in education and training at College. The subjects studied are Mechanics, Heat Engines, Naval Architecture, Electrotechnology, Power Plan (engineering knowledge), Electronics, Control Engineering, Legislation/Supervisory Studies, Marine Engineering Practice, General Studies, Library, Recreational Activities and Workshop Training. Almost half of the time will be spent in Workshop Training, which will include the assembly and operation of typical marine plant, with practical application of control equipment.

The Cadet's apprenticeship is now complete and he may proceed to sea as a Junior Engineer Officer. From the above it is obvious that a properly trained Cadet must have a considerable amount of basic knowledge upon which to build as he gains experience in his career. An early introduction to Controls, Electronics and Management will be of great assistance to him, particularly when he attends specialised courses at a later date.

All Cadets follow a scheme based on the lines detailed above, but there are two separate streams. Depending upon qualifications at entry, a lad enters an Ordinary National Diploma or Marine Engineering Technicians Course. The former has a higher academic standard and, apart from gaining the universally recognised

Diploma, the Cadet may gain exemptions from all of Part A and Section 1 (Naval Architecture and Electrotechnology) of Part B of the Second and First Class Certificate of Competency. The second stream allows a Cadet to obtain the Marine Engineering Technicians Advanced Certificate awarded by the City and Guilds Institute of London. He may also gain exemption to Part A and Section 1 of Part B of the Second Class Certificate of Competency. He can, of course, advance as far in his career as an entrant from any other source.

D. Duff,
Head of Engineering Department.



Cadets in the General Science Laboratory

Photograph by Ralston and printed by permission of British Tanker Company

# M.V. "CAPE HOWE".

In the Editorial reference is made to the accident which befell "Cape Howe", when an immense wave struck her aft, causing considerable damage but, fortunately, no serious casualties.

Mrs. S.R. Sharp, wife of the ship's Second Engineer, was on board at the time with their children and has kindly written the following account of the incident. She has also asked that an expression of her admiration and thanks to Captain Mackinlay, his Officers and Crew/be recorded in TRIAD for the way in which they all looked after her and the children, not only at the time of the accident, but throughout the voyage, and this we have pleasure in doing.

Mrs. Sharp writes as follows:-

I have always enjoyed my trips on the Company's ships and my most recent one from South Shields to Port Cartier, Canada, In January of this year was no exception.

The outward trip, which was made in excellent weather, was quiet and uneventful except for the fact that I incurred the wrath of several members of the ship's company by winning my way into the final of the darts competition! However, the final of the darts competition (which I lost incidentally) did not compare with the excitement of our trip home.

We were about four days out from Immingham and nearing the end of a very pleasant trip when, at about 3.45 a.m. we were awakened by the Third Engineer. My husband went into the dayroom to talk to him, then he came back into the bedroom to get ready to go on watch. I was just thinking about settling down to a few more hours sleep when we heard a noise like a train going through a tunnel, followed by an almighty bang, and there was water everywhere. I am sure the understatement of the year came from my husband, who remarked "Some .....has left the after door open!" Little did he realise that that particular door, together with our cabin door and most of the bulkhead, had been driven into the dayroom by the force of the water. He told me to stay put while he checked that the children were all right, so there was I sitting cross-legged on the bunk surrounded by water - for all the world like Ghandi in meditation.

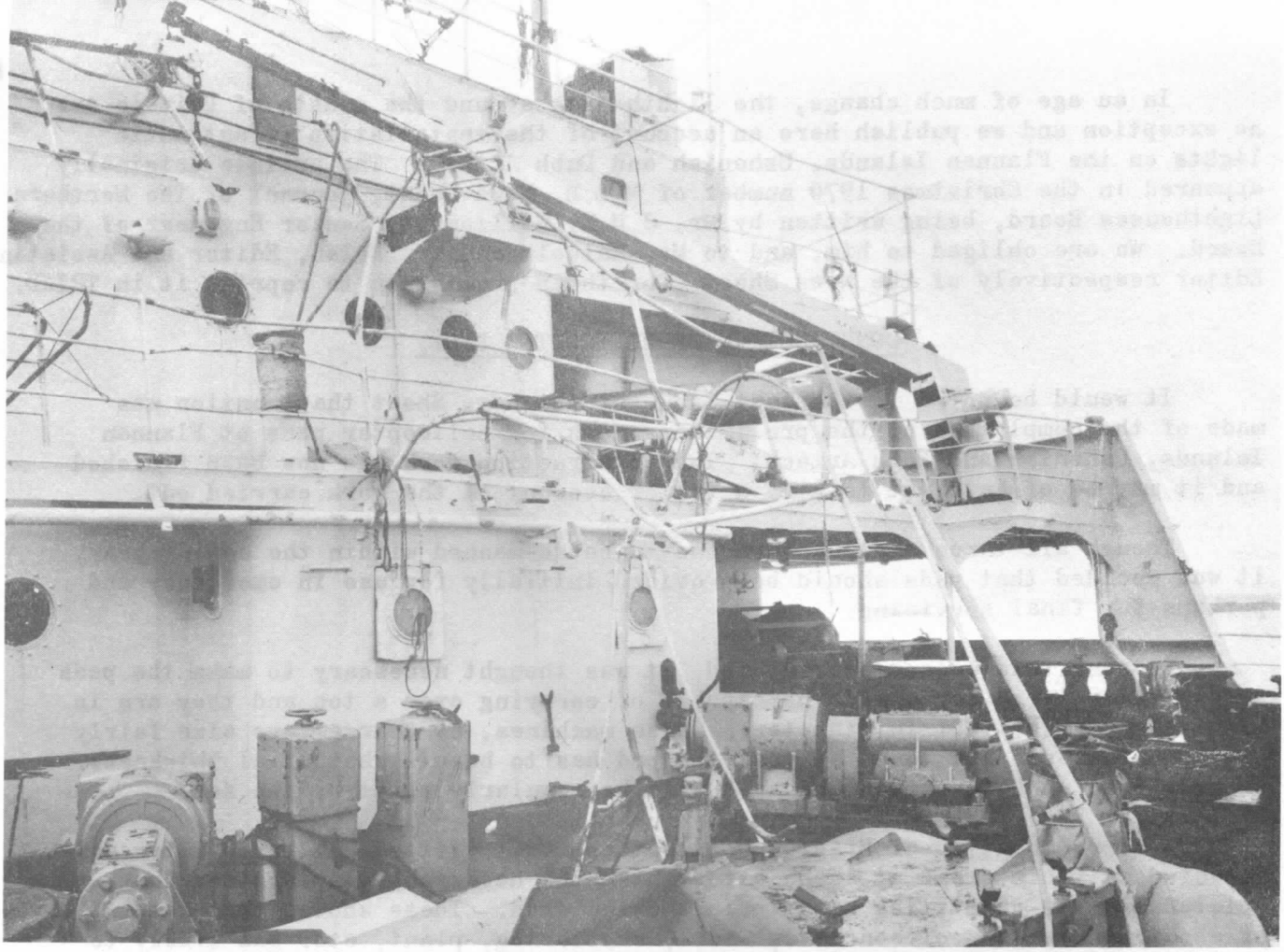
I was then told to get dressed and go up to the Mate's cabin. Getting dressed was a bit difficult for at that time all I seemed to have was one pair of damp slacks and a pullover! Once up top I realised that I was comparatively well dressed compared to some members of the company. The children by this time were dressed and I am sure were rather frightened and bewildered but kept their feelings to themselves remarkably well. I hoped that I was managing to do the same.

We were told that we had been hit by an abnormally large wave which had caused a considerable amount of damage to the ship; however, no one appeared to be seriously hurt, although one or two were a bit battered and bruised. The rest of the minor injuries were quickly cured by liberal applications of iodine and sticking plaster.

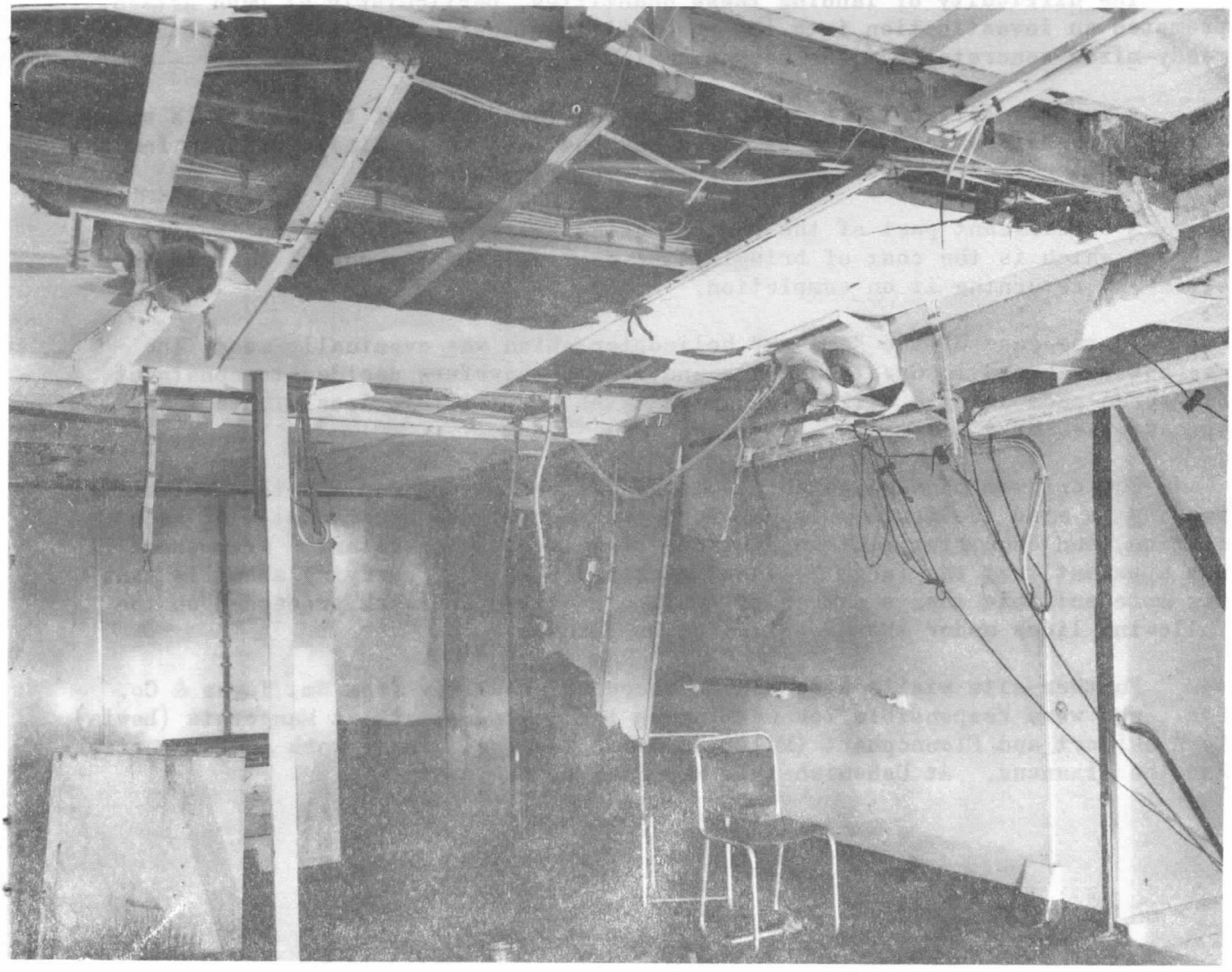
By this time we had moved to the Captain's dayroom, which looked like a cross between the NAAFI and a first aid post. The catering staff were doing a marvellous job dispensing their brand of coffee and bovril!

The next few days were spent trying to retrieve some of our belongings which, I may say, turned up in the most unexpected places.

In conclusion, I would like once again to thank everyone for their good humour and thoughtfulness to us at that time.



Photograph showing damage on after deck.



Damage suffered by Crew's Mess Room. Both photographs by Armitage (Photographs) Ltd., Southampton

In an age of much change, the lighthouses around the coasts of Britain are no exception and we publish here an account of the installation of automatic lights on the Flannan Islands, Ushenish and Dubh Artach. The article originally appeared in the Christmas 1970 number of N.L.B. News Sheet, journal of The Northern Lighthouses Board, being written by Mr. J.H.K. Williamson, Senior Engineer of the Board. We are obliged to him, and to Mr. Malcolm and Mr. Welsh, Editor and Assistant Editor respectively of the News Sheet, for their premission to reprint it in TRIAD.

## CONSTRUCTION OF HELICOPTER PADS.

It would be noted in the last issue of the News Sheet that mention was made of the completion of the preliminary work for helicopter pads at Flannan Islands, Ushenish and Dubh Artach. The construction work has now been finished and it may be of interest to give a fuller account of the work carried out.

Though all three stations are due to be de-manned within the coming year, it was decided that pads should be provided initially for use in emergency and perhaps for final servicing.

Bearing this second use in mind, it was thought necessary to make the pads sufficiently large for a machine capable of carrying over a ton and they are in fact thirty-eight feet in diameter. These machines, of course, are also fairly heavy, being over six tons, so that the pad has to be of substantial thickness. In addition, at Dubh Artach the area will be regularly swept by the sea.

A representative of Bristow Helicopters Ltd., visited all three sites and selected suitable areas at each, after which the necessary drawings were com--pleted and the quantities of materials calculated. These showed that a total of about ninety tons of concrete, steel, shuttering, plant, etc. was likely to be required at each.

The difficulty of landing these quantities, particularly at Dubh Artach, prompted an investigation into the possibility of using a helicopter to transport ready-mixed concrete from the nearest mainland.

A further difficulty at Dubh Artach was the danger of the materials being washed away before they could be mixed and put into their final position for the concrete to harden.

A significant part of the cost of using helicopters is due to 'positioning' charges which is the cost of bringing the machine from its normal base to our sites and returning it on completion.

In the case of the "Wessex" helicopter which was eventually used, the nearest was based in Great Yarmouth and it was therefore decided to construct all three pads using a helicopter so that the cost of this 'positioning' was spread over three schemes.

The optimum tonnage which should be delivered each day was then calculated, bearing in mind the maximum labour force which could be accommodated at each station, and enquiries sent to a number of helicopter operators. From these it was apparent that the large "Wessex" machine capable of carrying about $1\frac{1}{2}$ tons was more suitable than a number of smaller machines and work proceeded on the following lines under the direction of Mr. Mackay.

Further site visits were made with representatives from Wm. Tawse & Co. Ltd., who were responsible for setting up the mixing plants at Mangersta (Lewis), Loch Skiport and Fionnophort (Mull), and for the preliminary work on Dubh Artach and the Flannans. At Ushenish this was done by W.R. Main.

Thereafter about twenty tons of materials, including shuttering reinforcement and cement, etc. for the screed below the pad itself, were landed along with workmen at each of the three stations.

This part was carried out by the Commissioners' tenders which had to make a number of extra trips to accomplish it on time.

Great assistance was given by the Keepers at each station with unloading and handling of materials and helping the Contractors' men. At this stage, and when the main work started, site accommodation was stretched to the limit and the Keepers' help with this and the feeding of all the workmen was very valuable.

The 'screed' was necessary to give a level base for the main concrete of the pad itself and to provide a good fixing for the shuttering and reinforcement, etc.

At Dubh Artach there was the added complication that the only possible area was already occupied by the old iron structure used to support the barracks during the construction of the tower. The previous Principal Lightkeeper, Mr. Frazer, had discovered that this was made of malleable iron and, armed with this knowledge, ICI and British Oxygen were contacted, the former with a view to using explosive charges to cut the legs, the latter with regard to gas-cutting.

Eventually it was decided that gas-cutting would be cheaper and probably quicker, though the amount of gas required was doubtful due to the lack of knowledge on the actual material of the malleable iron. As it turned out, very much more gas than was required was landed.

At Dubh Artach also various outcrops of rock had to be removed by blasting and the material from this was used to level off the surface within the shutter. Unfortunately, a few weeks before the helicopter operation was to start shuttering, reinforcement and this upfilling was washed away by heavy seas and again the tender had to make additional trips with materials and workmen to repair and replace what had been damaged.

In the meantime, the setting-up of the mixing plants at the shore ends was proceeding. It will be appreciated that the output of the mixers had to be sufficient to keep a supply of ready-mixed concrete always available for the helicopter. Calculations were therefore done to determine the probable time for each round trip with times for re-fuelling etc.

With the longer hauls at Dubh Artach and the Flannans it was necessary to add retarders to the concrete to ensure that it did not partially set before it could be dropped at the site.

The concrete was carried in a large skip hung from a long strop suspended beneath the machine. This skip was held upright by small 'keepers' and on arrival at the site the 'keeper' was pushed up and as the skip turned upside down the concrete was discharged. The helicopter did not therefore require to land to empty the contents of the skip.

The Radio Department meantime had also obtained on hire small VHF sets and had tested these at each of the three sites. This facility allowed very good communications to be maintained between the mixing areas and the lighthouse site during the whole of each operation.

The selected helicopter operators, Bristow Helicopters Ltd., were responsible for getting the large amount of fuel to the mixing areas and the almost impossible task of getting accommodation for the large number of men involved was left to Mr. McAra.

The actual lift was due to start on 20th July (1970) so on the 17th Mr. Nybø of the Engineers Department was landed with the workmen from Tawse by m.v. "Pole Star" on to the Flannans.

The helicopter arrived in Stornoway on the 19th, being met by Mr. Menzies, and a preliminary visit to Mangersta mixing area was made that morning.

The number of hours that a pilot may fly per day is limited and we had therefore arranged for two pilots to be available. This meant that a very much longer day could be worked.

The lift proper started at about 8.30 a.m. on Monday, 20th and in spite of troubles with the stops and somewhat misty weather, by 6.30 p.m. sixteen loads, or about twenty-three tons of concrete, had been mixed, transported and placed.

The misty conditions were being partially overcome by the use of the station's MF transmitter as a radio beacon for the use of the pilot. Mr. Dobson of the Radio Department was stationed at the mixing area in each case, also to assist with the radio communications.

It was found that the flying times were less than expected but the time required for refuelling after every second trip took somewhat longer than anticipated.

Once everyone involved had become familiar with the routine it was found that the round trip of thirty-five miles, including hovering to place the concrete, could be accomplished in about twenty-five minutes. The concrete was placed with great accuracy within a few feet of its final position.

The last load of concrete was put in at the Flannans on 22nd July at 1.30 p.m., after which Mr. Nybø was brought off on a special trip. That after-noon the skips, pump, tools, etc. were ferried to Loch Skiport and on the morning of the 23rd the personnel were taken there from Stornoway.

After some work on the helicopter, ferrying of men and then concrete started at 3 p.m. and by 5.45 p.m. sixteen loads were in. This very quick turn round of about 8/9 minutes was, in fact, a difficulty as the concrete mixer was hard pressed to maintain a sufficient output and a number of breakdowns occurred. On the 24th thirty-five loads were handled and the job completed at 2.10 p.m. that day. The personnel, pumps, etc., were then ferried to Fionnophort on Mull in two trips, one during the afternoon of the 24th and the second on the morning of the 25th. During this morning Mr. Nybø was taken out to Dubh Artach and routine maintenance on the helicopter occupied the remainder of the day.

Ferrying of concrete started on the Sunday before 9 a.m. and eighteen loads were taken out that day.

On the 27th however the weather, which had been kind up until then, broke and flying was restricted due to low cloud. By working on till late evening, however, sixteen loads were handled that day.

The remaining twenty loads occupied the whole of the 28th from 8 a.m. until 7.15 p.m. Also, during this time the helicopter was used to lift some of the old iron framework which had been demolished and carry it out and dump it well clear of the rock. This meant that the structure which weighed over twenty tons did not require to be cut into very small sections which could then be lifted by the few workmen and Keepers at the station.

It was also of interest that while on Mull the helicopter was able to rescue a cow which had managed to get down to the bottom of a small cliff on the island known as Dutchman's Hat but was unable thereafter to get up again. It was lifted back to safety by means of a flat belt passed round its middle, this being then attached to the winch on the helicopter which hovered overhead. It is understood that this operation was watched by a large number of interested and appreciative spectators. The cow so far has declined to comment on the whole undignified episode!

On the 29th of the month the NL personnel were brought back to Turnhouse Airport and the machine then carried on back to Great Yarmouth.

The actual flying time occupied at all three stations on ferrying concrete was sixty-five hours, during which time 144 loads with a total weight of over 200 tons of concrete were handled. The fuel used amounted to over 3,400 gallons.

The whole operation went off very smoothly, thanks to careful planning and co-operation between all those involved, and it is now felt that this method is an economic proposition if it is essential to do a number of such pads in a short time.

It may well be that a helicopter will be used on the second phase next year of providing similar pads in the Orkney area.

The 'Wessex' helicopter hovering over the pad at Flannan Islands.

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## HEAVIER THAN HEAVY WEATHER

I had eighteen bottles of whisky in my cellar and was told by my wife to empty the contents of each and every bottle down the sink - or else! .... I said that I would and proceeded with the unpleasant task.

I withdrew the cork from the first bottle and poured the contents down the sink with the exception of the first glass, which I drank. I extracted the cork from the second bottle and did likewise with it with the exception of one glass, which I drank. I then withdrew the cork from the third bottle and poured the whisky down the sink, which I drank. I pulled the cork from the fourth bottle down the sink and poured the bottle down the glass, which I drank. I pulled the bottle from the cork down the next and drank one sink out of it and threw the rest down the glass.

I pulled the sink out of the next glass and poured the cork down the bottle - then I corked the sink with the glass, bottled the drink and drank the pour, and when I had everything emptied I steadied the house with one hand, counted the glasses, corks, bottles and sinks with the other, which were twenty-nine, and as the house came by I counted them again and finally had all the houses in one bottle, which I drank.

I am <u>not</u> under the affluence of incohol as some tinkle peep I am.

I am <u>not</u> as thunk as you might drink.

I fool so feelish, I don't know who is me and the drunker I stand here the longer I get. Oh, me!

# MOTORING GHOSTS.

At more than one Seastaff, when the content of TRIAD was under discussion, the suggestion has been put forward that an occasional article on Motoring might be included. This is a good idea, but with so many excellent motoring publica-tions to be had, it would be very difficult, and a bit presumptuous, to write on something of a specialised nature which would be original and, at the same time, not outclassed by the motoring press. On the other hand, after the weather, the Government and the price of food, the subject of motoring and cars must be one of the most-discussed amongst people of all interests and walks of life for nowadays more and more people have become and are becoming members of the motoring fraternity - a fact which probably applies equally to seafarers as well as landlubbers. It means that if people are completely different in every respect, at least they can find some common ground here.

Therefore, it seems a pity not to include in TRIAD the occasional motoring item, but this raises the question - what aspect of Motoring might be moderately original? It's no good trying to review one or two new car models - very much a job for the specialist - so why not something about motoring in the past, dealing with forgotton, or possibly completely unheard-of, makes of cars? Some of these undoubtedly contributed something to present-day motoring technology although for every one that did there must be at least twenty or thirty which contributed nothing in this respect - glowing momentarily on the motoring scene like a falling star, only to crash and be extinguished in a welter of frustrated hopes and optimism.

So, let's resurrect a few of these, particularly some of the really obscure ones. Incidentally, it would be interesting to know how many have even been heard of by those readers who are reasonably knowledgeable on the subject.

ENFIELD-ALLDAY: British - 1919 - 1925. The Enfield-Allday was the result of an amalgamation between two old-established firms - Enfield and Alldays & Onions. Both these makes had been conventional family cars, so the first Enfield-Allday to appear was a complete break with tradition, being powered by an aero-type, five-cylinder, air-cooled sleeve-valve radial engine of $1\frac{1}{2}$ litres. The car had a tubular backbone frame with cantilever springs front and rear and a three-seater body mounted on outriggers. These revolutionary cars were so expensive to build that only a few were turned out and this might have ended the firm there and then but for the fact that a completely orthodox car with an in-line, water-cooled $1\frac{1}{2}$ litre engine was brought out. Like all Enfield-Alldays, however, it was very well made and extremely expensive, with the result that only about one hundred were built.

PARENTI: American - 1920 - 1922. This car had a very short production run but was interesting technically, being built without axles and having transverse springs as a substitute - two at the front and one at the rear. Both the frame and body were composed largely of plywood and the car was powered by an air-cooled V - 8 engine.

In an endeavour to 'launch' the car, some of the first models were exhibited in bright orange, yellow and purple but it is doubtful if this had the effect the manufacturers had hoped, it being more likely that the flamboyant colours, com-bined with an extremely high price, merely accelerated the firm's downfall.

FISCHER: Swiss - 1909 - 1919. In 1908, a certain Martin Fischer branched out on his own and, in 1909, commenced the manufacture of a conventional four-cylinder, 5/6-seater car, production of which also continued for 1910. In the following year he introduced a single-sleeve-valve four-cylinder monobloc engine developing 16/22 horsepower and about two hundred cars were produced, of which number about one-third were exported, mainly to South America.

Production continued until 1919 and during this time various other designs were contemplated or introduced but, by 1919 - for a variety of reasons - produc-tion of the car ceased for good.

OTOMO: Japanese - 1924 - 1927. With the recent influx of Japanese cars on the British market and, indeed, on world markets generally, it is not widely known, perhaps, that Japan has produced some 'home-grown' makes for a number of years, one of these being the Otomo. It was built by the Hakuyosha Ironworks Ltd., in Tokyo, being a light car powered by an air-cooled, four-cylinder o.h.v. 944 c.c. engine driving a three-speed gear box. The Hakuyosha Works were virtually self-sufficient insofar as all machining and casting was done in the plant and even many of the machine tools used in the factory were built there. In the three years of the make's existence only a few hundred cars were produced, foreign compe-tition putting paid to production in 1927. Incidentally, an Otomo was the first Japanese-built car to run on a foreign road - in Shanghai, China.

NORSK GEIJER: Norwegian - 1926 - 1930. The Geijer Company was well-known as a coachbuilding firm and, in fact, built the first Norwegian 'bus bodies in 1921. In 1926 they started producing a small number of cars - less than twenty were built - which were fitted with an American Lycoming engine and had four-wheel, hydraulic brakes. Both four and eight-cylinder models were built and their appearance was strongly reminiscent of American cars of that period with a large four-door, six-light saloon body, spoked wheels equipped with large-section tyres and side-mounted spare wheels on the front mudguards.

RUSSELL: Canadian - 1905 - 1915. The Russell Motor Co. Ltd., introduced its first car, an unexciting four-cylinder car of modest proportions, in 1905 but by 1909 a high-priced sleeve-valve model fitted with either a four- or six cylinder engine was introduced and prior to World War I the Russell had become the pre-eminent Canadian car. In addition to cars, the company built commercial vehicles of up to five tons, these being of 'cab-over-engine' design and chain drive. These formed the basis of some armoured cars used during the early years of the war. Car production ceased in 1915 to make way for wider production of military vehicles and not long after that the company was acquired by Willys-Overland, the American car Manufacturer, for Canadian production of its cars.

BORDEREL-CAIL: French - 1905 - 1908. In their time, the French have produced some excellent, and also unusual-looking, cars (the Citroen 2 CV of 1955 onwards and the 1937 Panhard with a central driving position spring to mind) and the Bor-derel-Cail is no exception to this tendency - having six wheels! La Societe Cail were locomotive builders from 1846 so it is not surprising, perhaps, that their first cars were designed like a 2-2-2 locomotive. The central wheels drove the car whilst the fore and aft pairs steered. It was equipped with a 15/18 horsepower four-cylinder engine and solid tyres which suggests that it probably rode like a locomotive. In 1907 however, the company did produce a conventional four-wheel, four-cylinder car with a 30 horsepower engine but production ceased in 1908.

NORDENFELT: Belgian - 1906 - 1909. The first Nordenfelt appeared at Olympia in 1906, being fitted with a 25/30 horsepower four-cylinder engine, conventional chassis and shaft drive. The bodies were built by various coachbuilders and some of the later models were fitted with 30/35 and 40/45 horsepower engines.

ROCKNE: American - 1931 - 1933. The Rockne was, really, a small Studebaker, that firm setting up the Rockne Corporation in Detroit in 1931 in an endeavour to enter the 'low-priced' field then dominated by Ford, Chevrolet and Plymouth. It was hoped that this move would boost sales during the Depression. The name Rockne came from a well-known contemporary football coach, the theory being that a well-known name would help to sell the car. The Rockne was a good car, having a six-cylinder, 3.1 litre engine and a full range of body styles but the Depression proved too great an obstacle with the result that Studebaker withdrew the Rockne after 1933, by which time over 30,000 cars had been sold.

ROTHWELL: British - 1901 - 1916. In 1901 the Rothwell Brothers produced a con-ventional six horsepower, single-cylinder light car at Oldham, Lancashire which was followed by large 12- and 15 horsepower, four-cylinder cars. Between 1910 and 1916 they built a 25 horsepower machine which achieved some success, being a strongly-built machine with a four litre, four-cylinder engine of their own design and using dual ignition. Approximately six hundred Rothwells were built and one, a 25 horsepower 1910 model, survives to this day.

## QUIZ ANSWERS

1. At the entrance to St. John Harbour, New Brunswick. It was invented by Robert Foulis, who arrived in British North America from Scotland in 1822.
2. A stick used to steady the hand of the artist in painting.
3. In New York, in 1935.
4. At the Battle of Copenhagen in 1801. Thinking that Nelson's ships were taking too severe a pounding from the Danish fleet and Copenhagen's shore batteries, he was ordered to break off the action. He raised his spyglass to his blind eye and therefore claimed he had not seen the signal. (Nelson lost his right eye when wounded at Calvi, Corsica, in July 1794).
5. It is named after the two sons of King George III. (George Street was named after the king himself).
6. The size of the lens aperture. The 'f' number is a measure of the amount of light that a lens will allow to pass through it. Each 'f' number, called a stop, lets in half as much light as the next lower number. The smaller the number, the larger the aperture.
7. Celsius. Developed by Anders Celsius in 1742, who originally had the centigrade scale the other way round - the freezing point of water was $100^{o}$ and the boiling point $0^{o}$. The scale was inverted a year or two later.
8. Dick Turpin, the highwayman.
9. The Chihuahua.
10. Charles II (1630-1685).
11. The elastic, horny substance in the middle of the sole of a horse's foot.
12. By knocking its head as it bores through wood.
13. In the early years of the railways most were built to a standard gauge of 4' $8\frac{1}{2}$". Isambard Kingdom Brunel of the Great Western Railway introduced the broad gauge of 7' $0\frac{1}{4}$". As a result, there were a number of variations and quarrels until the 'narrow' gauge (4' $8\frac{1}{2}$" is the standard' gauge of today) won by legislation in 1846.
14. Balaclava, in the Crimean War.
15. Sweden received Norway from Denmark - this was in 1814/1815, after the Napoleonic Wars.
16. Lake Horindalsvatn, Norway, 300 fathoms deep. Norway also boasts the highest waterfall in Europe, the Mardalsfoss, with a vertical drop of just over 900 feet.
17. Abednego and Meshach.
18. The old halfpenny.
19. 12. The word derives from the Latin 'duodecimus', meaning 'twelfth'.
20. King Alexander III. The Norwegian fleet was routed by heavy storms, thus enabling the Scots to win the Battle of Largs. King Hahon of Norway died and his successor, Magnus IV, ceded the Western Isles and the Isle of Man to Scotland by the Treaty of Perth, 1266.

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### CROSSWORD SOLUTION

**ACROSS**

1. Par.
3. Eat.
5. Nerve.
7. Enclose.
9. We.
11. Tent.
13. Door.
15. Agitate.
16. Pi.
17. Mews.
19. Dim.
20. Needs.
22. Rot.
23. Epic.
24. An.
25. Pi.
27. Plug.
28. Orgy.
30. Tied.
32. E.g.
34. Spinach.
35. Trout.
36. Ear.
37. Sod.

**DOWN.**

1. Preen.
2. Reclaiming.
3. Emotion.
4. Teenager.
5. New.
6. Everest.
8. Set.
10. Ed.
12. T.T.
14. Opera glass.
16. Pip.
18. Won.
19. Deposit.
21. Soldier.
26. It.
27. Pep.
29. Ye.
31. Isle.
33. Gut.

Mr. and Mrs. Robert Irving.

Mr. and Mrs. Geof--frey Daddy, who were married at St. Paul's Anglican Church, Port Pirie, on the 17th January, 1971.
With them is Arch--deacon John Meakin who conducted the ceremony.

Mrs. Donald McCallum,
nee Miss Fiona MacLean.

The following Lambert History first appeared in the March, 1971 issue of Upper Clyde News, the journal of Upper Clyde Shipbuilders Ltd., and we are grateful to them for their permission to reprint it here.

## A LAMBERT HISTORY

Francis Devereux Lambert, son of Mark Lambert, a printer and engraver in Newcastle, came to London in his teens during the 1830's. He joined the firm of Duke and Hill, coal factors, in the City of London. In about 1841 he established his own business as a coal factor, under his own name. Early records also show another company, Lambert, Ridley & Co., ship and insurance brokers, it being common for coal factors of the time to have their allied shipping and insurance businesses. In 1870 the Founder retired and as Ridley had left the partnership in 1852, the name changed to Lambert Brothers & Scott two sons having joined the business together with Mr. Scott; and the title of 'exporters' having been officially added to 'coal factors'

With the opening of the Suez Canal on 17th November, 1869, the Lambert partners were quick to appreciate the possibilities and on 1st April, 1870 they set up a ship's coaling depot and steamship agency at Port Said under the name of Port Said and Suez Canal Company.

The success of the Port Said and Suez Canal Co., together with the boom in steamship activity, encouraged the partners in London to set up additional coal-ing stations in the Mediterranean. Accordingly, in 1877 the bunkering depot at Gibraltar was opened under the title of the London Coal Company. The third coaling depot was opened at Malta in 1886.

During the mid-1870's, Alfred Scott having retired, the title of the partner-ship became Lambert Brothers, and in due course the addition of Limited.

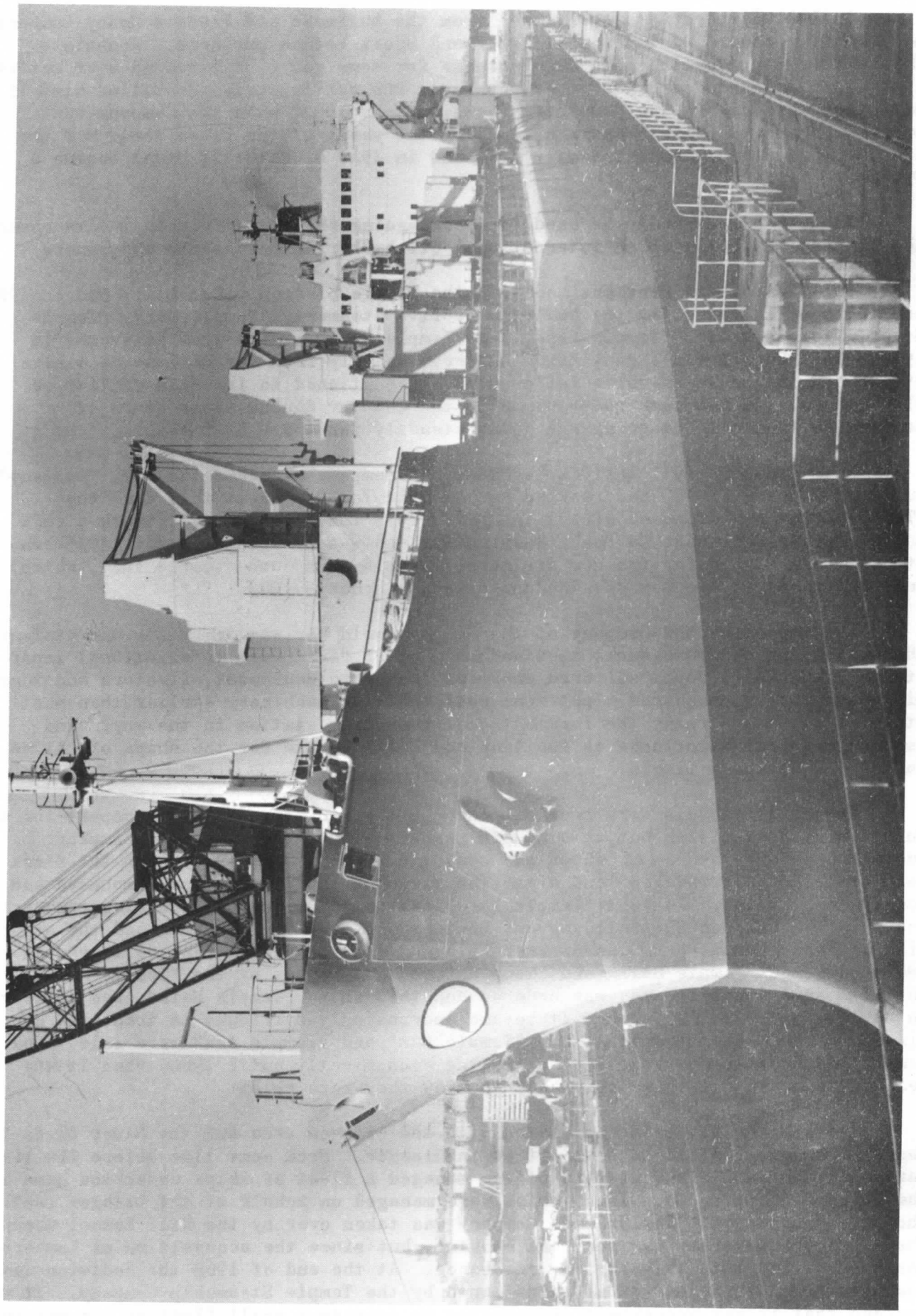
With the growth of the exporting side of the business, it became necessary for branch offices to be opened at Cardiff and for the Newcastle firm of Strick & Son to be appointed Agents in 1884.

To the Cardiff office in 1886 came a representative of the third generation of the Lambert family, Francis Henry Lambert, grandson of the Founder. He became general manager of the Cardiff Office in 1892 and a junior partner of Lambert Brothers in 1901. In 1890 Scott's son joined the firm, followed shortly by another grandson of the Founder, Gilbert Alder, together with Newton Dunn who joined the firm in 1876. became partners, the partnership thereby increased to four. In the same year Reginald Ratcliff Steel came, and served the Company for seventy-four years. He eventually became the third chairman of Lambert Brothers and upon his retirement in 1966 accepted the office of Hon. Life President of the Company.

It is probable that the Company first became Shipowners as far back as 1867, but certainly in 1878 Lambert Brothers bought the 119-ton wooden schooner "Exhibition", built in 1851. From that year until 1890 several small colliers were acquired as the tonnage required for the shipment of coal was increasing and Lamberts wanted to seek control to some extent of their own tonnage. In 1890 "Walker", their first steel-built ship, of 606 tons was delivered from the Newcastle yard of Wood Skinner & Co. In the same year the mixed iron and steel ship named "Cookham", 1594 tons, was built by T.R. Oswald & Co. at Milford Haven. By 1896 two more modern-engined steel ships, "Ocean" and "Surf", had been built by S.P. Austin & Son of Sunderland.

At the turn of the century, Leonard Hinton, who was responsible for the insurance and shipbroking activities of Lamberts, became a partner and in 1926, on the retirement of Newton Dunn, he became the second chairman of Lambert Brothers.

In 1896 eight of the most important Thames-side merchant concerns, including Lambert Brothers, merged to form William Cory & Son Ltd. To this Lambert Brothers transferred the whole of the assets and goodwill of their London bunkering and inland supply business. These assets included all the colliers owned by Lamberts. From that date, the firm of Lambert Brothers ceased to take any further part in the inland coal trade and the business turned to the development of the export trade - shipowning and management, shipbroking and insurance.



m.v."Temple Bar" lying in Elderslie Drydock, Glasgow, March, 1971.

Photograph : Upper Clyde Shipbuilders Ltd.

In 1901 Richard Lambert retired from the business and Francis Henry Lambert of Cardiff, Leonard Hinton and Alfred Frank Scott became partners. Francis Devereux Lambert continued in the business for some years, but handed over active control to the younger hands of Newton Dunn, who particularly identified himself with the overseas coaling depot trade and who, in 1902, when the Company went public, became the first Chairman. During the years of the First World War the last members of the Lambert family died and in 1910 R. Ratcliff Steel became a Director.

In 1918 oil began to be used for ocean-going ships and from that time onwards the Company has built up an international oil bunkering service to shipowners.

In 1926 Lambert Brothers acquired the Temple Steamship Co. Ltd., and in 1927 contracts were placed for the building of five steamers, "Temple Bar", "Temple Mead", "Temple Moat", "Temple Lane" and "Temple Pier", which were delivered in 1928. In 1926 Britain's coal trade suffered heavily from the nationwide miners' strike and in the years which followed prices continued to fall and collieries closed down. It was some consolation to the Company during these years of depression that oil bunkering was going steadily forward.

In September, 1937 the Temple Steamship Company acquired the s.s. "Darleny", built in January, 1937, and renamed her "Temple Yard". About this time the "Temple Lane" was disposed of and in April, 1939 the "Temple Bar" struck a rock on Quillayute Reef near La Push, Washington, and was wrecked. In May, 1939 con-tracts were signed for two new steamers, "Temple Arch" and "Temple Inn", which were delivered to the Comapny in January and February, 1940.

The impact on the Company of the Second World War was immediate and violent, the shipowning and management section becoming of first-rate international impor-tance. The Malta depot suffered enormous damage to equipment, lighters and tugs. Gibraltar, having acquired electrical coal handling machinery earlier than most other ports, was already the foremost coal bunkering station in the world and assumed a unique importance as fuelling and service base for the ships of Allied Navies and Merchant fleets.

Lambert's vessels were requisitioned by the Ministry of War Transport for the duration of hostilities but remained in Lambert's management and the Company sustained severe losses of ships and seagoing personnel, resulting in the fleet being considerably reduced, and after the War a war-built ship was purchased and named "Temple Bar". In 1951 "Temple Yard" was sold and two new building contracts, one with the Caledon Shipbuilding and Engineering Co. Ltd., Dundee, and the other with Lithgows Ltd., Port Glasgow, were placed. These vessels were delivered in 1954 and named "Temple Hall" and "Temple Lane". A repeat of the "Temple Hall", but with some improvements, was ordered and this ship, "Temple Main", was delivered in April, 1958. In 1959, when it became increasingly difficult to trade the oil-fired steamers, the "Temple Arch", "Temple Bar" and "Temple Inn" were sold. The remaining three motor vessels were trading economically until 1966, when it was decided to phase out these ships and in 1969 they were sold.

The Company has been associated with the Glasgow area and the River Clyde for many years and we still have an office in Glasgow. From some time before the last war until the 1950's our Glasgow office managed a fleet of ships under the name of the Dornoch Shipping Co. These ships were managed on behalf of the Lithgow family who were the owners. In 1968 the Company was taken over by the Hill Samuel Group, whose primary interest was merchant banking, but since the acquisition of Lamberts has diversified into shipping and insurance. At the end of 1968 the decision was taken to replace the existing ships owned by the Temple Steamship Company. It was decided that it was uneconomic to continue to operate a small fleet on our own and therefore we approached the Glasgow firm of Scottish Ship Management Ltd., asking them if we could join their Group. We have now one ship trading - "Temple Arch" - followed by the two vessels building at Upper Clyde Shipbuilders Ltd. and a fourth to be delivered in Norway in 1972.

# PERSONNEL.

## AS AT 18/4/71.

### m.v. "TEMPLE ARCH".

| | |
|---|---|
| Master | A.L. Davie. |
| Chief Officer | M. Murray. |
| 2nd Officer | |
| 3rd Officer | A. MacDonald. |
| Radio Officer | J. Thomson. |
| Cadet | C. Hurst. |
| Chief Engineer | J. MacKay. |
| 2nd Engineer | J. O'Hara. |
| 3rd Engineer | R. MacRae. |
| 4th Engineer | D. Livingston. |
| Temp. | J. Walkden. |
| Electrician | D.A. McLellan. |
| Catering Officer | J.H. Wilkinson. |
| Chief Cook | W.G. Mitchell. |
| Assistant Steward | B. Sinclair. |
| Catering Boy | A.G. Richards. |
| Catering Boy | W. Ross. |
| C.P.O. | P.D. Sharman. |
| P.O. | J.R. Young. |
| G.P. "1" | J. Adams. |
| G.P. "1" | D. Carmichael. |
| G.P. "1" | G. Gordon. |
| G.P. "1" | S. Hornshaw. |
| G.P. "1" | D.G. Marden. |
| G.P. "1" | M. Egan. |
| G.P. "1" | J. Fendyke. |
| G.P. "1" | A.J. MacLeod. |
| G.P. "3" | G. MacRae. |

### m.v. "TEMPLE BAR".

| | |
|---|---|
| Master | T.P. Edge. |
| Chief Officer | H.W. Weddell. |
| 2nd Officer | |
| 3rd Officer | A.V. Latty. |
| Radio Officer | D. Humble. |
| Cadet | K.R. MacAulay. |
| Chief Engineer | W. Anderson. |
| 2nd Engineer | D. Wright. |
| 3rd Engineer | J.L. Blackwood. |
| 4th Engineer | D. Morrison. |
| Temp. | T.A. Cummings. |
| Electrician | T.G. Davison. |
| Catering Officer | A. McGill. |
| Chief Cook | T.L. Joyce. |
| Assistant Steward | A. McIvor. |
| Catering Boy | I. MacMillan. |
| Catering Boy | J. Cullen. |
| C.P.O. | D. McMahon. |
| P.O. | T. Nicol. |
| G.P. "1" | T. Ward. |
| G.P. "1" | D. Murray. |
| G.P. "1" | T.J. Shearer. |
| G.P. "1" | J. Hill. |
| G.P. "1" | K. Neale. |
| G.P. "1" | G.A. Wardle. |
| G.P. "1" | C. Kircaldy. |
| G.P. "3" | R. Thomson. |

### m.v. "BARON ARDROSSAN".

| | |
|---|---|
| Master | G. Towers. |
| Chief Officer | G.W. Roger. |
| 2nd Officer | P.J. Brooks. |
| 3rd Officer | R. Richardson. |
| Radio Officer | G. Walker. |
| Cadet | G. Scott. |
| Cadet | P.J. Ritchie. |
| Chief Engineer | J.P. Loughran. |
| 2nd Engineer | J. Doyle. |
| 3rd Engineer | I.M. Kennedy. |
| 4th Engineer | W.J. Johnston. |
| Temp. | N.J. Howle. |
| Electrician | G. Horwood. |
| Catering Officer | J.J. Hotchin. |
| Chief Cook | W.J. Gray. |
| Assistant Steward | J. McGarvie. |
| Catering Boy | J. Hanna. |
| Catering Boy | K. Maltman. |
| C.P.O. | D. Budd. |
| P.O. | T. McQuade. |
| G.P. "1" | P. Duncan. |
| G.P. "1" | A.G. Kerr. |
| G.P. "1" | D. MacDonald. |
| G.P. "1" | D.J. Thornton. |
| G.P. "1" | J. MacDonald. |
| G.P. "1" | C. Campbell. |
| G.P. "1" | J.S. Bailey. |
| G.P. "2" | R. Moore. |

### m.v. "BARON BELHAVEN".

| | |
|---|---|
| Master | S.J. Readman. |
| Chief Officer | W.A. Kean. |
| 2nd Officer | N. Battersby. |
| 3rd Officer | G. Cunningham. |
| Radio Officer | D.P. Roche. |
| Cadet | R.J. MacLeod. |
| Chief Engineer | R. Taylor. |
| 2nd Engineer | T. Campbell. |
| 3rd Engineer | G. Law. |
| 4th Engineer | J.K. Kelly. |
| Temp. | A. Beaton. |
| Electrician | A.B. McNeill. |
| Catering Officer | W. Mitchell. |
| Chief Cook | F.L. Scotland. |
| Assistant Steward | B. Waldron. |
| Catering Boy | D. Ross. |
| Catering Boy | O. Breedy. |
| C.P.O. | A.A. King. |
| P.O. | C. Major. |
| G.P. "1" | J.O. Smith. |
| G.P. "1" | G.W. Adams. |
| G.P. "1" | H. Nedd. |
| G.P. "1" | W. Ramdeholl. |
| G.P. "1" | A. Rodrigues. |
| G.P. "2" | P.A. Robinson. |
| G.P. "2" | C.B. Kitt. |

m.v. "BARON CAWDOR".

| | |
|---|---|
| Master | A.C. Hunter. |
| Chief Officer | W. A. Andersen. |
| 2nd Officer | R.K. Cameron. |
| 3rd Officer | J.R. Philips. |
| Radio Officer | A. Stewart. |
| Catering Officer | G.D.S. Hughes. |
| Chief Cook | E.S. Thomas. |
| Chief Engineer | T. McGhee. |
| 2nd Engineer | G.M. Durrani. |
| 3rd Engineer | T. McLauchlin. |
| 3rd Engineer | A.R. Shah. |
| 4th Engineer | G. Yahya. |
| Junior Engineer | M. McLauchlin. |
| Electrician | M. Martin. |
| Electrician | R. Spalding. |

m.v. "BARON DUNMORE".

| | |
|---|---|
| Master | G. Anderson. |
| Chief Officer | P. Richardson. |
| 2nd Officer | A.R. Neil. |
| 3rd Officer | I.M. Herbert. |
| Radio Officer | E.M. Miller. |
| Cadet | T.L. Sloan. |
| Catering Officer | J. Clancy. |
| Chief Engineer | W. Saddler. |
| 2nd Engineer | J. Patton. |
| 3rd Engineer | I.M. Campbell. |
| 4th Engineer | D.K. Carmichael. |
| 4th Engineer | A. MacKinlay. |
| Junior Engineer | J. Lennon. |
| Electrician | R.T. McIntosh. |

m.v. "CAPE FRANKLIN".

| | |
|---|---|
| Master | C.G. Mallett. |
| Chief Officer | R.A. Behnan. |
| 2nd Officer | L.J. Gilhooly. |
| 3rd Officer | C.J.B. Pyper. |
| Radio Officer | J. McDonagh. |
| Bosun | G. Williams. |
| Catering Officer | J.H. Campbell. |
| Chief Cook | S.C. Wong. |
| Chief Engineer | A. Cameron. |
| 2nd Engineer | J. Riddell. |
| 3rd Engineer | W. Watson. |
| 4th Engineer | W. Green. |
| Junior Engineer | J. Welsh. |
| Junior Engineer | S. Haines. |
| Junior Engineer | B. Hilland. |
| Electrician | B. Hallas. |
| Electrician | G. Robertson. |
| 2nd Steward | J. McMahon. |

m.v. "CAPE CLEAR".

| | |
|---|---|
| Master | I.H. Tyrrell. |
| Chief Officer | I.J.I. Barclay. |
| 2nd Officer | I.R. Wemyss. |
| 3rd Officer | D.J. Campbell. |
| Radio Officer | B. Breslin. |
| Cadet | D.M. Johnston. |
| Cadet | C.A. Dowie. |
| Catering Officer | J. Blair. |
| Chief Cook | K. Grant. |
| Chief Engineer | N.M. Ogilvie. |
| 2nd Engineer | T. Farrell. |
| 3rd Engineer | W.W. MacKellar. |
| 3rd Engineer | J. Holden. |
| 4th Engineer | G. Leith. |
| Junior Engineer | G. MacPherson. |
| Electrician | W. Thomson. |
| Electrician | J.H. MacKay. |

m.v. "BARON FORBES".

| | |
|---|---|
| Master | G. Downie. |
| Chief Officer | J. Peterson. |
| 2nd Officer | P. MacKay. |
| 3rd Officer | G.S. Copley. |
| Radio Officer | N. Smith. |
| Cadet | M. Arden. |
| Cadet | J.P. Allen. |
| Cadet | N.J. Wilson. |
| Bosun | M.I. Horreh. |
| Catering Officer | P. Coles. |
| Chief Cook | G.E.H. Dunn. |
| Chief Engineer | W. White. |
| 2nd Engineer | D.C. Smart. |
| 3rd Engineer | R. Kennedy. |
| 4th Engineer | T. Hill. |
| 4th Engineer | P.J. Hopsley. |
| Junior Engineer | D. Patterson. |
| Electrician | B.W. Martin. |
| 2nd Steward | E. Crosby. |

m.v. "CAPE HORN".

| | |
|---|---|
| Master | W. Warden. |
| Chief Officer | W. Greatorex. |
| 2nd Officer | D.T. White. |
| 3rd Officer | A.J. Kinghorn. |
| Radio Officer | D.A. MacLeod. |
| Cadet | R.G. Wiggans. |
| Cadet | P. Brennan. |
| Cadet | A. Walker. |
| Chief Engineer | W.B. Moore. |
| 2nd Engineer | G.B. McEwan. |
| 3rd Engineer | H. MacPhail. |
| 4th Engineer | R. Wilson. |
| Temp. Engineer | J.T. Russell. |
| Electrician | J.L. Leiper. |
| Catering Officer | J.P.D. Smith. |
| Chief Cook | R.J. Hessic. |
| Assistant Steward | M. Radford. |
| Catering Boy | M. Glendinning. |
| Catering Boy | P. Holmes. |
| C.P.O. | J. MacFarlane. |
| P.O. | F.E. Courtney |

(cont'd)

m.v. "CAPE HORN". - (cont'd)

| | |
|---|---|
| G.P. "1" | P. Whyte. |
| G.P. "1" | A.C. Picken. |
| G.P. "1" | R.W. MacLean. |
| G.P. "1" | M. MacPhee. |
| G.P. "1" | S. Buchanan. |
| G.P. "1" | M.J. Williams. |
| G.P. "2" | J.F. Challis. |

m.v. "CAPE NELSON".

| | |
|---|---|
| Master | J.G. Jones. |
| Chief Officer | A. MacLeod. |
| 2nd Officer | A. Bruce. |
| 3rd Officer | R. Reid. |
| Radio Officer | D.F. Wilson. |
| Tr. Radio Officer | P.V. Jennison. |
| Chief Steward | E. Trotter. |
| Chief Cook | C. Cheetham. |
| 2nd Cook/Baker | G.K. Watson. |
| Chief Engineer | D. MacLeod. |
| 2nd Engineer | C.S. Jowsey. |
| 3rd Engineer | A. Dias. |
| 4th Engineer | T. McRea. |
| Junior Engineer | C.C. Westland. |
| Junior Engineer | C.B. Greig. |
| Electrician | A. Walker. |

m.v. "CAPE RACE".

| | |
|---|---|
| Master | D. Sinclair. |
| Chief Officer | C. MacLean. |
| 2nd Officer | J.K. MacKellar. |
| 3rd Officer | J. Malcolm. |
| Radio Officer | D.E. Gudgeon. |
| Cadet | I.J. Waters. |
| Cadet | J.M. Wolstenholme. |
| Chief Engineer | J. Allan. |
| Second Engineer | W. Adamson. |
| Third Engineer | P. Joyce. |
| Fourth Engineer | A. Morrison. |
| Temp. | A. Miller. |
| Electrician | J.I. Wightman. |
| Catering Officer | R. Cathcart. |
| Chief Cook | J. David. |
| Assistant Steward | W. Yan. |
| Catering Boy | R. Daniels. |
| Catering Boy | E. Ridley. |

m.v. "CAPE HOWE".

| | |
|---|---|
| Master | C. Strachan. |
| Chief Officer | G. MacGregor. |
| 2nd Officer | C.S. MacDonald. |
| 3rd Officer | R. Mullen. |
| Radio Officer | J. Chamberlin. |
| Carpenter. | F. Dixon. |
| Catering Officer | T.W. Robson. |
| Chief Cook | K. MacKay. |
| 2nd Cook/Baker | J.A.D. Brown. |
| Chief Engineer | J. Stephenson. |
| 2nd Engineer | B.J. Sharp. |
| 3rd Engineer | T.J. MacNab. |
| 4th Engineer | T. McIntyre. |
| Junior Engineer | R.G. Porteous. |
| Junior Engineer | G. Auld. |
| Junior Engineer | M. Law. |
| Electrician | J. MacMillan. |
| Electrician | W. Lothian. |
| Eng. Cadet | E.C. Moffat. |

m.v. "BARON RENFREW".
(STANDING BY)

| | |
|---|---|
| Master | J. Tattersall. |
| Chief Officer | I.P. Teale. |
| 2nd Officer | M.D. Pickup. |
| Chief Engineer | A.G. Metcalfe. |
| Third Engineer | A. Harbinson. |
| Third Engineer | J. Mair. |
| Fourth Engineer | W. Drennan. |
| Electrician | G. Rowe. |
| Catering Officer | J.E. Smith. |
| Cook | W. Thomson. |
| Assistant Steward | J.A. Sutherland. |
| Catering Boy | P.E. Mawston. |

m.v. "CAPE RACE" - (cont'd)

| | |
|---|---|
| C.P.O. | L. Ali. |
| P.O. | W.R. Boyce. |
| G.P. "1" | W.T. Best. |
| G.P. "1" | K.B. Broune. |
| G.P. "1" | H. Christiani. |
| G.P. "1" | R. Moore. |
| G.P. "1" | V. Straker. |
| G.P. "2" | J.E.C. Moriah. |
| G.P. "2" | K.L. Nelson. |

m.v. "CAPE SABLE".

| | |
|---|---|
| Master | P.B. Hall. |
| Chief Officer | A. Peebles. |
| 2nd Officer | A. Weir. |
| 3rd Officer | P.T.H. Smart. |
| Radio Officer | C. Ritchie. |
| Cadet | P.G. Powell. |
| Bosun | I.E. Jama. |
| Catering Officer | J. Drury. |
| Chief Cook | R.A. Diamond. |
| Chief Engineer | W.P. Carrigan. |
| 2nd Engineer | J. Carter. |
| 3rd Engineer | P.J. Drummond. |
| 4th Engineer | G.V. Ramshaw. |
| 4th Engineer | G.D. Clements. |
| Junior Engineer | N.G. Rowan. |
| Electrician | J. Gallacher. |
| Assistant Steward | P. Findlay. |

m.v. "CAPE WRATH".

| | |
|---|---|
| Master | J. Hunter. |
| Chief Officer | D.S. Gordon. |
| 2nd Officer | N.G. Clarke. |
| 3rd Officer | R. Stevenson. |
| Radio Officer | D. Crawford. |
| Cadet | D. Rutter. |
| Bosun | P. MacPhee. |
| Catering Officer | M. Scollay. |
| Chief Cook | C.R. Lewis. |
| Chief Engineer | A. Barnes. |
| 2nd Engineer | T.E. Carmichael. |
| 3rd Engineer | J. Riddell. |
| 4th Engineer | J. Hannigan. |
| 4th Engineer | A.N.H. Murray. |
| Electrician | J.M. West. |
| Electrician | G. Andrews. |
| 2nd Steward | V. Bettis. |

ON LEAVE.

| | |
|---|---|
| Master | J. Macnab. |
| Master | A.L. Milne. |
| Master | J. Hetherington. |
| Master | K.N. Dootson. |
| Master | D.L. Innes. |
| Master | A. MacKinlay. |
| Master | A.B. Sutherland. |
| Master | A.M. Fraser. |
| Master | F.M. Dalby. |
| Chief Officer | B.W. Lawson. |
| Chief Officer | J. King. |
| Chief Officer | P.M. Cooney. |
| Chief Officer | A.J. Dickie. |
| Chief Officer | N. Warwicker. |
| Chief Officer | J.M. MacKay. |
| Chief Officer | W. Fleming. |
| 2nd Officer | J.G. Houston. |
| 2nd Officer | P.V. Flynn. |
| 2nd Officer | A.T.L. Kemp. |
| 2nd Officer | M.K.A. Maktari. |

m.v. "CAPE ST VINCENT".

| | |
|---|---|
| Master | T.R. Baker. |
| Chief Officer | J.E. Jennings. |
| 2nd Officer | M. Roche. |
| 3rd Officer | M.W. Smith. |
| Radio Officer | M.J. Cairney. |
| Cadet | M.K. MacRae. |
| Cadet | N.R. Munro. |
| Catering Officer | A. Sisi. |
| Chief Engineer | A. Lounie. |
| 2nd Engineer | M.D. McCutcheon. |
| 3rd Engineer | J.E. Winder. |
| 4th Engineer | D. Walker. |
| Electrician | R. Walmsley. |
| Electrician | I.K. MacKinnon. |

m.v. "CAPE YORK".

| | |
|---|---|
| Master | J.A. Roberts. |
| Chief Officer | D.D. Taylor. |
| 2nd Officer | J.A.T. Melville. |
| 3rd Officer | R.D. Kincaid. |
| Radio Officer | R. Faulds. |
| Cadet | S.J. Hall. |
| Cadet | D.H. MacLeod. |
| Bosun | A.M. Hassan. |
| Catering Officer | T. Evans. |
| Chief Cook | A. McCallum. |
| Second Cook/Baker | J. MacKinnon. |
| Chief Engineer | J.L. Cochrane. |
| 2nd Engineer | H. Ostermann. |
| 3rd Engineer | D.R. Dunlop. |
| 3rd Engineer | G. Walsh. |
| 4th Engineer | J. Aspden. |
| Junior Engineer | D. Abernethy. |
| Electrician | J.T. Mahoney. |
| 2nd Steward | I.E. Holmes. |

ON LEAVE (cont'd)

| | |
|---|---|
| 2nd Officer | T.R.K. Walker. |
| 2nd Officer | J.W. Purdon. |
| 2nd Officer | P.F. Dyson. |
| 3rd Officer | D.C. Betts. |
| 3rd Officer | J.C. Gibson. |
| 3rd Officer | W.G. Finnie. |
| 3rd Officer | D.L. Coe. |
| Radio Officer | C.C. Houston. |
| Radio Officer | W. MacLeod. |
| Radio Officer | P.A. Murray. |
| Radio Officer | C.A. Adamson. |
| Radio Officer | L. Cameron. |
| Radio Officer | M.L. Bird. |
| Radio Officer | D. Hynd. |
| Navigating Cadet | E. Henderson. |
| Navigating Cadet | J.H. Simons. |
| Navigating Cadet | H. Kearney. |
| Navigating Cadet | D.C. Fitzpatrick |
| Navigating Cadet | J.L. Wilson. |
| Navigating Cadet | J. Paget |

ON LEAVE (cont'd)

| | |
|---|---|
| Chief Engineer | R.J.W. Durbin. |
| Chief Engineer | W.H. Kinnear. |
| Chief Engineer | K.P. Malhotra. |
| Chief Engineer | P.W. Denmark. |
| Chief Engineer | J.V. Stephenson. |
| Chief Engineer | D.W. Chalmers. |
| Chief Engineer | T. Dickinson. |
| Chief Engineer | A.F. MacLean. |
| Chief Engineer | J.M. Crosby. |
| 2nd Engineer | T. Joyce. |
| 2nd Engineer | D. Penny. |
| 2nd Engineer | G.S. Stevenson. |
| 2nd Engineer | W.A. Grimmer. |
| 2nd Engineer | J.T. Rodger. |
| 2nd Engineer | C. MacRae. |
| 2nd Engineer | J.M. Sutherland. |
| 2nd Engineer | J. Ashcroft. |
| 3rd Engineer | J. Stone. |
| 3rd Engineer | R. Smillie. |
| 3rd Engineer | H.R. Lloyd. |
| 3rd Engineer | R. Dempster. |
| 3rd Engineer | R.A. Connelly. |
| 3rd Engineer | A. Mooney. |
| 3rd Engineer | A. Mooney. |
| 3rd Engineer | G.R.M. Weir. |
| 3rd Engineer | W. Watson. |
| 3rd Engineer | J.S. McNeill. |
| 3rd Engineer | A.P. Cortopassi. |
| 3rd Engineer | R.A. Nielson. |
| 3rd Engineer | J. Milne. |
| 3rd Engineer | J.W. McLevey. |
| 4th Engineer | T. Stafford. |
| 4th Engineer | I. Campbell. |
| 4th Engineer | W.V. Greenhalgh. |
| 4th Engineer | J.G. McCue. |
| 4th Engineer | J. Cummings. |
| 4th Engineer | J.S.C. Dunne. |
| 4th Engineer | T. Orr. |
| 4th Engineer | W.J. Hughes. |
| Junior Engineer | C.S. Graves. |
| Junior Engineer | G. Davies. |
| Junior Engineer | D. MacDonald. |
| Junior Engineer | S. Forbes. |
| Junior Engineer | R. Fraser. |
| Junior Engineer | K. Murray. |
| Junior Engineer | A.S. MacMillan. |
| Junior Engineer | J.T. Thornton. |
| Electrician | W. Hornshaw. |
| Electrician | H.B.B. Buchanan. |
| Electrician | R. Knight. |
| Electrician | J.M. Matheson. |
| Electrician | G. Rutherford. |
| Electrician | A. Fanning. |
| Electrician | J.M. Rowland. |
| Electrician | A.G. Livingston. |
| Catering Officer | B.E. Whitfield. |
| Catering Officer | I. MacDonald. |
| Catering Officer | A. Randle. |
| Catering Officer | E. Hutter. |
| Catering Officer | G. Daddy. |
| Catering Officer | R. Sheriff. |

ON LEAVE

| | |
|---|---|
| Chief Cook | C.K. Perkins. |
| Chief Cook | J. Cassidy. |
| Chief Cook | C.H. Sturdy. |
| Chief Cook | J.M. Steventon. |
| 2nd Cook | E. McLaughlin. |
| 2nd Cook | A. MacKay. |
| 2nd Cook | J. Gibson. |
| 2nd Cook | J. MacDonald. |
| 2nd Steward | E. Kelly. |
| 2nd Steward | R. Ilderton. |
| 2nd Steward | A. McLoskey. |
| 2nd Steward | C.J. MacLeod. |
| Assist. Steward | L.C. Philips. |
| Assist. Steward | A. Patterson. |
| Assist. Steward | T. Meharry. |
| Assist. Steward | J.M. Harrison. |
| Assist. Steward | W. Ellis. |
| Assist. Steward | R. VanMook. |
| Catering Boy | R. Leadham. |
| Catering Boy | J. Coles. |
| Bosun | J.E. Heckles. |
| Bosun | R. Smith. |
| Bosun | J.F. McCormack. |
| P.O. | R. Rafter. |
| E.R.S. | A. Abdi. |
| E.R.S. | M.A. Hussein. |
| G.P. | B.J. Mahoney. |
| G.P. | A. MacDonald. |
| G.P. | J.A. MacKinnon. |
| G.P. | H. Hamilton. |
| G.P. | D. Ferguson. |
| G.P. | P. Winning. |
| G.P. | R. Welsh. |

ON STUDY LEAVE.

| | |
|---|---|
| Chief Officer | P.A. Fenwick. |
| 2nd Officer | D.C. Veitch. |
| 2nd Officer | A.G.F. Michie. |
| 3rd Officer | R.S. Duncan. |
| 3rd Officer | N.P. Brewer. |
| 3rd Officer | D. Brannan. |
| 3rd Officer | A.R. Lanfear. |
| 3rd Officer | A.J. Riley. |
| 3rd Officer | J.S. Johnston. |
| Nav. Cadet | R.D. Gardiner. |
| Nav. Cadet | R.I. MacKenzie. |
| Nav. Cadet | D.K. Lunn. |
| Nav. Cadet | N.G. Smith. |
| Nav. Cadet | D.J. Bramham. |
| Nav. Cadet | D.N. Fenton. |
| Nav. Cadet | W.J. McKie. |
| Nav. Cadet | N.A.K. Mackenzie |
| Nav. Cadet | A. Logan. |
| Nav. Cadet | I.R. MacKay. |
| Nav. Cadet | D. Gordon. |
| Nav. Cadet | M.J. Barrington. |
| Nav. Cadet | M.S. Twell. |
| Nav. Cadet | M.G. Garey. |
| Nav. Cadet | G.S. Adams. |
| Nav. Cadet | R. Abercrombie. |
| Nav. Cadet | M.N. Beeley. |
| Nav. Cadet | A.R.T. Potter. |

ON STUDY LEAVE (cont'd)

| | |
|---|---|
| 2nd Engineer | D.T. Anderson. |
| 4th Engineer | B. Corless. |
| Eng. Cadet | R.A. Adcock. |
| Eng. Cadet | J.P. Lucas. |
| Eng. Cadet | G.A. Douglas. |
| Eng. Cadet | W.N. Sewell. |
| Eng. Cadet | J.G. McNair. |
| Eng. Cadet | J. Love. |
| Eng. Cadet | J.K. Prentice. |

ON STUDY LEAVE (cont'd)

| | |
|---|---|
| Eng. Cadet. | I.O. Rennie. |
| Eng. Cadet | S.J.N. Beeley. |
| Eng. Cadet | P.N. Gray. |
| Eng. Cadet | J.R. Watson. |
| Eng. Cadet | P.J. Broers. |

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"CAPE NELSON" - arrived at Narvik on the 13th April to load Iron Ore for Newport, Mon. and sails from the former port on the 17th April. She is not yet fixed beyond Newport.

"CAPE RACE" - is due at Port Alfred on the 17th April with Bauxite loaded at Chaguaramas.

"BARON RENFREW" - is at Antwerp having a new engine fitted and hopes to sail after repairs are completed on 23rd April. She clears for Port Sulphur to load Sulphur destined for Geelong and is due at Port Sulphur about the 7th May.

During the passage from Glasgow to Antwerp two boy stowaways, aged eleven and twelve years, were discovered in one of the lifeboats. They remained on board until the ship docked at Antwerp and were subsequently returned to their parents in Glasgow.

"CAPE SABLE" - sailed from Avonmouth on the 7th April and is due Tampa Range on 18th April. There she will load Phosphate for Japan, the discharging ports not yet indicated, and then proceeds to Christmas Island to load more Phosphate, this time for Eastern Australia.

"CAPE ST VINCENT" - sailed from Shark Bay on the 31st March with a cargo of Salt and is due at New Toyama on the 15th April. She hopes to sail from there the next day and move to Shiminoseki to drydock prior to returning to Shark Bay for a further Salt cargo - also for Japan.

"CAPE WRATH" - sailed from Bunbury on the 14th April with Ilmenite for Immingham and departed from Fremantle late that day after bunkering. She is due at Immingham on or about the 15th May and meantime is not fixed beyond that port.

"CAPE YORK" - arrived at Christmas Island on the 14th April to load Phosphate for Portland and Geelong and sailed the following day. She is due at Portland, the first discharging port, on 23rd-24th April and after completion at Geelong shifts to Port Pirie to load Concentrates for the Bristol Channel.

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Late Office News : Our congratulations to Mr. and Mrs. John E.F. Fulton on the birth of their son, David John, on 20th April, 1971. All are well! Readers will recall seeing in the last TRIAD (Page 31) that Mr. and Mrs. Fulton already have two daughters.

# C O N T R A C T.

Contract Officers should now be aware of the revised rates of salary which came into force from 1st January, 1971. The Company would prefer to carry out this review at the commencement of the year but may be forced to take national agreements effective during the year into account, especially if they are of a major nature.

The importance of seagoing staff to the Company is stressed by the engagement of Mr. Hugh Clark from Cummins Engine Company Limited, where he was Personnel Manager. Mr. Clark has had extensive experience in the engineering field and hopes to do some sea time in the near future following up his short coastwise passage in "Baron Renfrew" to familiarise himself with seagoing problems. Initially, he will concentrate on organisation and forward planning with a view to a revision of administration presently undertaken by the Crew Department which we hope to reduce by computer assistance.

Future Seastaffs will have the opportunity of discussions with Mr. J. Brown, The D.P. Manager, to learn in broad outline his plan to tackle a number of office functions with the object of obtaining better records and control which should lead to improved information. Already he has made considerable progress in his preparations and we hope that June will see System 3 installed and in action.

In the last six months there has been an unfortunate spate of delays and incidents to ships and we suspect that some of them could have been avoided. These cause great financial loss to the Group and we need hardly stress that there are enough unavoidable hazards to be met without causing trouble which, in many cases, can be avoided by a greater degree of diligence and efficiency and, last but not least, foresight.

The development work on board "Baron Renfrew", "Baron Ardrossan" and "Cape Horn" seems to be producing results and we are hopeful that it will not be long before these ships are operating as intended. Unfortunately, the same cannot be said for "Temple Arch" and we and the engine builders are taking vigorous steps to eliminate the extensive teething trouble this ship is experiencing. No expense is being spared to tackle the problems, which are comparatively few in number but major in effect.

Our building programme is coming to a head this year and ships will be leaving their Builders' hands with increasing frequency. "Temple Hall" is now running about five to six months late in delivery and, therefore, will come into service about the end of May.