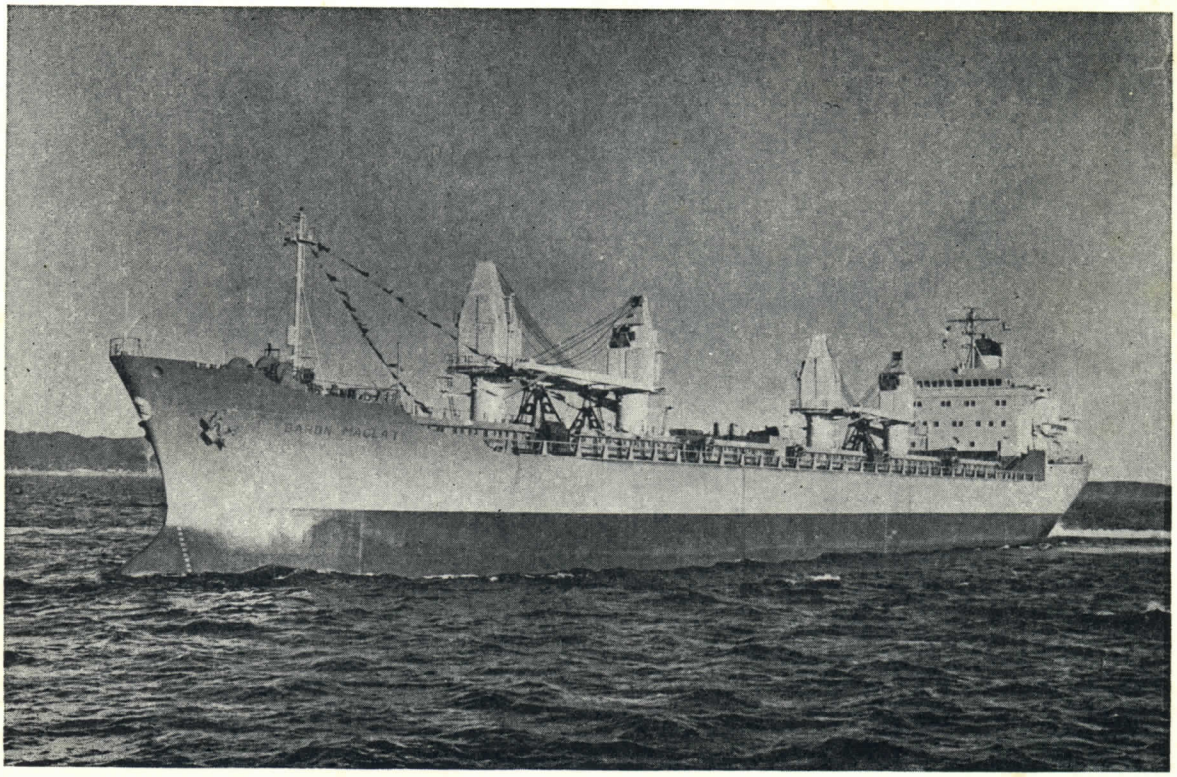
TRIAD

JOURNAL OF

Scottish Ship Management Limited



M.V. "BARON MACLAY"

No. 14 WINTER 1971/1972

EDITORIAL.

It would be difficult to avoid comment on the change of trading conditions over the past twelve months. The deterioration was evident towards the close of 1970 and during 1971 this continued throughout the year until, at the beginning of 1972, we are in the midst of a slump worse than anything since the War. 1971 was also significant for another feature, that of soaring costs easily outstripping previous annual rates. The combination of the two made the year an uncomfortable one for us all. To a certain extent the policy of forward chartering gave some protection, but this cover will decrease progressively due to the large influx of new tonnage in 1971/72.

Despite these setbacks, there are further signs of the popularity of our ships with certain charterers which bodes well for the long term future.

Again, the Christmas period saw great activity with the delivery of "CAPE GRAFTON" during the first half of December and "BARON MACLAY" just before Christmas.

Latest reports from "CAPE RACE" and "BARON BELHAVEN" tell of heavy ice conditions and Arctic weather in the St. Lawrence. The ships have done well in the ice but what they are called upon to achieve in breaking their way through the ice makes the reader somewhat apprehensive!

It is too late to wish all readers the Compliments of the Season, but we are pleased to have a letter from Mr. T. Murphy of "CAPE HORN" expressing the crew's satisfaction at the Christmas Day arrangements aboard that ship. The Master and ourselves, not to mention the Catering Officer, appreciated the gesture of writing a letter. We sincerely hope that things were as pleasant on board the other ships in the fleet.

We are pleased to report that the transfer of much routine work to the computer continues and we hope that during the course of this year a good deal more will be accomplished.

Many of the older hands may wonder at the lack of news concerning telex aboard ship after our experiments. The reason is that following the completion of the trials, an international conference discussed communications and decided on changes in equipment and these are still under development.

"TEMPLE INN" was launched on the 15th January and "CAPE LEEUWIN" will enter the water on the 4th February, both ships being due for delivery before the beginning of May. The latter vessel is the final of the Horten Series.

We greatly regret having to record that Captain J. Hunter died suddenly on the 21st December whilst in command of "BARON BELHAVEN". Captain Hunter was unmarried but is survived by both his parents, to whom we extend our very deep sympathy. He served with H. Hogarth & Sons Ltd., for about seven years prior to joining Scottish Ship Management Ltd.

The next few months will see the promotion of quite a number of Company Chief Officers to Master and, to date, the new year has seen the elevation of Captains Hocking and Peterson to fill vacancies created by the expanding fleet and retirals of senior Masters. Their promotion is mentioned elsewhere in this issue.

There is no article on this occasion about the Glasgow College of Nautical Studies, but is is hoped to continue this series in the Spring, 1972 edition.

It is also anticipated that a photograph of "CAPE GRAFTON" will be included in a future number when a suitable photograph becomes available.

OFFICE NEWS

On the 14th December, 1971 it was announced that, as from 1st January, 1972, Mr. Ian Noble would be joining the Board of Lyle Shipping Company Limited.

Mr. Noble is a Co-Founder and Joint Managing Director of Noble Grossart Limited, the Edinburgh Merchant Bank which was established in 1969. He is also Chairman of Pict Petroleum Limited, the Scottish Oil Exploration Company formed last year, with a capital of 2¼ million pounds, to search for oil in the North Sea.

The Annual Dinner of the Glasgow Shipowners' and Shipbrokers' Benevolent Association took place on 9th November, 1971 at the Central Hotel, Glasgow.

A party of forty, which included guests, attended from the Office.

Miss Margaret Jepson joined the Staff on 31st January, 1972 and is presently working in the Accounts Department.

Miss May Carson left the Office on 24th December, 1971 and her place as Assistant to Mr. McEvilly, Spares Co-Ordinator, has been taken over by Miss Sheila Morton, who was until recently Telex Operator.

Miss Pat Ralph, who joined the Staff on 9th August, 1971, is now Telex Operator.

Miss Ann Bowie is getting married on 25th March, 1972 to Mr. Andrew Jones, of Kelso. Mr. Jones is a Construction Engineer and, as they will be living in the Wolverhampton area after their wedding, we will be saying goodbye to Ann.
She joined the Staff of Lyle Shipping Co. Ltd. as a Junior Typist in June, 1961 and is presently Secretary to Mr. T.S. Shearer and Mr. J.P. Walkinshaw and also works for the Chartering Department.
We are all sorry to see Ann go from the Office as she has always been such a cheerful personality, but we wish her and Mr. Jones every happiness after their wedding.

PERSONNEL NEWS

Mr. M.D. Pickup : We very much regret having to advise of the death, on the 9th December, 1971, of Mr. Michael Pickup after a distressing illness.
Mr. Pickup joined Lyle Shipping Co. Ltd. as a Navigating Cadet in September, 1964 and won the Company Cadet Prize in 1967. He sailed as Third Officer in 1968 and Second Officer in 1970, after gaining the requisite Certificates. During 1971 he did various relieving duties until his health finally forced him to come ashore in September.
Mr. Pickup loved the life at sea and made friends everywhere. His passing is a sad loss to his many friends and to the Company and we extend our deepest sympathy to his mother and brother.

Our Congratulations to :

Messrs. L.M. Hocking and J.R.C. Peterson on their promotion to Master. At present they are both on leave but on their next appointments they will sail in command.

Mr. Nick Brewer on gaining his Mate's Certificate.

Mr. Mike Smith on gaining his Mate's Certificate.

Mr. W. Adamson on gaining Part 'A' of his Chief's Certificate.

Mr. Jamie Pyper on gaining his Second Mate's Certificate.

Mr. D.J. Drummond on gaining Part 'A' of his Second's Certificate.

PERSONNEL NEWS (con'd.)

Mr. and Mrs. B. Carmichael on the birth of their daughter.

Mr. and Mrs. P.A. Fenwick on the birth of their son, Derek, on the 20th January, 1972.

Mr. and Mrs. P. Brennan on their wedding on 17th January, 1972.

Mr. and Mrs. R. Macrae on their wedding on 3rd December, 1971.

Mr. James Malcolm on his engagement.

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FLEET NEWS (as at 4th February, 1972)

"TEMPLE ARCH"- is presently on passage to Ube, Japan, where we look for her arrival on 17th February, with a cargo of phosphate loaded at Port Sutton, Florida. She sailed from Balboa on the 20th January.
Meantime, she is unfixed beyond Ube.

"BARON ARDROSSAN" - is on Time Charter to Canadian Transport and is loading at various British Columbian ports for Sydney, N.S.W., Melbourne, Hobart and Adelaide. She should sail from Port Alberni, her last loading port, on 8th/9th February.

"TEMPLE BAR" - sails from Inchon, Korea, on 5th/6th February for Moji, where she will bunker prior to proceeding to Victoria, South Australia, to load wheat for Lumut, Malaysia.
From Lumut she will sail for Christmas Island, via Singapore for bunkers, to load phosphate for Eastern Australia.

"BARON BELHAVEN" - sailed from Chaguaramus on 3rd February for Port Alfred with a cargo of bauxite. She continues on Time Charter.

"BARON CAWDOR" - sails from Pisco, Peru, on the 6th February with a cargo of fish meal destined for Rotterdam, where she should arrive on of about the 24th February. She will be re-delivered from Time Charterers on completion of this cargo.

"CAPE CLEAR" - arrived at Port Lincoln on the 29th January to load part of a cargo of wheat for Mombasa. The balance of the cargo will be loaded at Adelaide, from where she should sail on or about the 5th February.
She has not yet been fixed beyond Mombasa.

"BARON DUNMORE" - continues on Time Charter and is presently discharging, at Venezuelan ports, a grain cargo loaded at New Orleans. She has already called at Cumana and Puerto Cabello and completes at Maracaibo, where she arrived on the 3rd February.

"BARON FORBES" - is on Time Charter to Retla Steamship Corporation of Long Beach, California, and has loaded a cargo of potash and lumber at Vancouver and Tahsis, sailing from the latter port on 1st February, for Sydney, N.S.W. and Lumay, Phillipines.
Her employment beyond the Phillipines has not yet been indicated.

"CAPE FRANKLIN" - sailed from Vitoria, Brazil, on the 20th January with a cargo of iron ore and is due at Birkenhead on the 8th February.
She has not yet been fixed beyond Birkenhead.

"CAPE GRAFTON" - arrived at Kakogawa, near Kobe, on the 2nd February to discharge a cargo of coal loaded at Norfolk, Va. and sails from Kakogawa on the 4th February. From there she will sail to Nauru to load phosphate for Western Australia, the indication being Kwinana and Geraldton.
No fixture has yet been arranged beyond her last discharging port.

"CAPE HAWKE" - is on Time Charter to Canadian Transport, Vancouver, and is presently discharging a cargo of lumber loaded in British Columbia at Port Arthur, Texas (from where she sailed on 2nd February), Gulfport, Tampa, Port Everglades and Jacksonville, after which she will be re-delivered at the last-named port on the 9th/10th February. From Jacksonville she will sail for Port Sulphur, Louisiana, to load sulphur for Geelong. She is due at Port Sulphur on 13th/14th February.

"CAPE HORN" - sailed from Vancouver on the 7th January, having loaded in British Columbia a cargo of potash and sulphur for Geelong, where she is due on the 6th February. She should complete discharge there on 13th February and from that port she moves to Port Pirie to load a part-cargo of concentrates for the Bristol Channel. After leaving Port Pirie, the ship will call at Risdon, Tasmania, to lift a parcel of zinc blocks and ingots and the entire cargo is destined for Avonmouth.

"CAPE HOWE" - is due at either Norfolk, Va. or Baltimore on the 7th February to load a cargo of coal for U.K./Continent. Her sailing date from the loading port is uncertain meantime.

"BARON INCHCAPE" - sailed from Norfolk, Va. on the 28th January with a cargo of coal for Japan (discharging port not yet advised) and arrived at the Panama Canal on the 3rd February.

She is not yet fixed beyond Japan.

"TEMPLE INN" - is presently at Haugesund fitting-out and, as mentioned in the Editorial, should enter service towards the end of April, 1972.

"BARON MACLAY" - is on passage to Japan with a cargo of Casablanca phosphate, her indicated discharging ports being Moji and Niihama, and she should arrive at the first-named place on the 16th February.

Although still to be confirmed, it is possible that she will be fixed after Japan to shift to Vancouver or Port Moody, in ballast, to load a cargo of sulphur for New Zealand.

"CAPE NELSON" - arrived at Newport, Mon. on the 31st January with iron ore loaded at Narvik and sailed from the discharging port on the 4th February - loading port to be advised after sailing.

"CAPE RACE" - continues on Time Charter. She has sailed from Smalkalden for Chaguaramus, loading at these ports more bauxite for Port Alfred.

"BARON RENFREW" - sailed from Bunbury, W.A. on the 7th January and, after stopping off Cape Town on the 24th January to pick up stores and mail, is continuing on her voyage to Immingham, where she is due on the 13th February, to discharge her cargo of ilmenite.

Meantime, she is not fixed beyond Immingham.

"CAPE SABLE" - arrived at Port Pirie on the 2nd February to load zinc concen--trates for Avonmouth and sailed on the 4th February for Fremantle, where she will lift a consignment of packaged timber for discharge at Newport, Mon.

Further employment beyond the Bristol Channel has not yet been arranged.

"CAPE ST. VINCENT" - After sailing from Albany, W.A. on the 31st January, this ship arrived at Bunbury the following day to land the balance of her Nauru phosphate cargo and is expected to complete discharge on the 7th February.

She will then move to Shark Bay, where due on the 9th February, to load salt for Mizushima, Japan, and on completion there she will return to Nauru for a further phosphate cargo for Australia.

"CAPE WRATH" - sailed from San Domingo on the 2nd February after completing discharge of the cement clinker cargo loaded in Aalborg. She loads sulphur at Port Sulphur for New Zealand, indicated Lyttelton and New Plymouth, and on completion there moves to Mackay and/or Townsville to load bulk sugar for Japan.

"CAPE WRATH" - is presently discharging Australian wheat at Mombasa, where she is expected to complete on the 10th February. From Mombasa she will ballast across to Christmas Island to lift a cargo of phosphate for Eastern Australia, indicated Brisbane and Newcastle, N.S.W.

m.v."CAPE GRAFTON"

At 3.30 p.m. on Friday, 12th December, 1971, to the accompaniment of wind, rain and the Haugesund School Band, Mrs. G. Gray, the ship's Sponsor, officially named H.M.V. Yard No. 41 m.v."Cape Grafton". This was preceded during the morning of that day by successful Acceptance Trials and succeeded by the official handing-over of the vessel by Mr. Sven Sandved, on behalf of Haugesund Mekaniske Verksted A/S, to Mr. T.S. Shearer for Lyle Shipping Co. Ltd. This was the centrepiece of what proved to be a most pleasant weekend in Norway.

There were twelve people in the United Kingdom party, who made their way by various routes and modes of transport to Stavanger, where a conducted coach tour of that pleasant town was enjoyed. From there to Haugesund by ferry to a reception, the quality of which was superb and, indeed, proved to be typical of all that was to follow. The warmth of the welcome, the excellence of the provisions, the comprehensive nature of the arrangements, together with the high degree of efficiency, and yet the unobtrusive manner with which the Yard executives carried off the whole event, was a joy to behold and one in which it was a pleasure to be involved.

The ship herself was viewed with admiration by both the knowledgeable and the layman alike. Comments of praise came from Builders, Owners, Trade Union officials and, of course, the ladies, who were duly impressed by the accommodation and decor.

At the banquet which followed on the Saturday evening, held at Festivaten in Haugesund, Mr. Tom Shearer was in excellent form, reaching a new high in speech-making. He informed his audience that the name of the ship could be traced back to Lord Grafton, who was, apparently, the illegitimate son of Charles I. In linking this thought with the good relationships which exist between the Builders and the Owners, he concluded that the ship could, therefore, be regarded as a 'child of love'. One can only hope that his conclusion is valid and not another conclusion which is equally obvious but barely thinkable, and certainly not printable!

One delightful little touch which illustrates the detail into which the Norwegians had gone in their preparations occurred as the guests at the banquet made their way to the ballroom for the polonaise. The musicians played 'Waltzing Matilda' as a mark of welcome and respect for the Sponsor who, although born in Edinburgh, has lived in Australia for many years. (Mrs. Gray is the wife of Mr. G.H. Gray, Commercial Manager of the Lead/Zinc Division of Conzinc-Rio Tinto of Australia). This tune, together with 'Scotland the Brave', set the scene for the ball which proved to be the climax to an eventful weekend.

One left Haugesund with a tinge of sadness that it was all over, with a sense of gratitude for having had the opportunity of being present at such a memorable occasion and with a feeling of pride of being associated with what is so obviously a progressive and adventurous Management Company.

H.C.

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St. Andrew's Day, 1971

The St. Andrew's Cross flying over the offices of Haugesund Mekaniske Verksted A/S, Haugesund, November 30th.

Photograph taken by Ian Lazaras

THE OFFICE COMPUTER.

Our Computer has now been installed for some six months or so and, from the reactions of the 'User Departments' for those applications which are now live, the benefits of Computer Processing are already evident.

The major applications which are now live are:-

1) Marine Contract Payroll.
2) Personnel.
3) Cash.
4) Ledgers.

Applications in the final stages of preparations are:-

1) Costing.
2) Spares Control.

For the benefit of those departments not directly concerned with any of the existing applications, it may be of interest to them to know how a Data Processing function is developed. Over the next few issues of TRIAD, therefore, I hope to give some insight into such a development. In this first article I propose outlining the broad stages of development.

First of all, a decision has to be taken whether or not a job is suitable for Data processing and also whether it is justified. This is the early-planning which can arise through a variety of ways, i.e. by departments having problems in coping with work-load, the failure to keep information up-to-date, the introduction of new functions for better management control, etc., etc.

The result of this initial investigation may in fact be that Data Processing is neither necessary nor justified. However, time spent on such investigations is rarely wasted as it normally forces people to re-think the prime objectives of their job with, often, surprising results.

There is no easy answer to just what is a job suitable for Data Processing. However, is should be borne in mind that as a system has to be developed specifically for each job, and this involves a considerable amount of systems analysis, programming, testing and implementation, the end result should become a tool which is useful to the Company for some considerable time and is, in fact, an investment for the future.

The first requirement, therefore, is that a 'User' should know what it is that he wants from the Computer - and his need should, preferably, be long-term.

Therefore, having established the long-term needs of the 'User', it falls to the Data Processing Department then to define the problem in detail. This is usually done through consultation with the 'User' Department, studying any source of information which is available, what the User wishes to do with this information and what output is required as an end result.

With a clearly defined problem, we then move on to the stage of analysing that problem. This involves the production of flow-charts, decision tables, etc., and any weakness in the job definition is usually found at this stage.

Having analysed the problem in detail, the next stage is to programme a solution. This can be one programme or, as is usually the case, a suite of programmes. For example, the four applications which are now live contain between them approximately seventy-five individual programmes.

The final stage is then testing and implementing the solution. This is done with fictitious data, preferably supplied by the User, and further preferred with pre-calculated results against which the Computer output can be checked.

In later articles I hope to create a problem and take this in greater detail through the broad stages outlined above.

LIGHTSHIPS.

Despite all the modern aids to navigation with which ships are equipped, navigators are still dependent to a large degree on the light vessels around our coasts, placed there for the safe passage of shipping.

The first light-vessel to be put on station was placed at the Nore in 1732. The light was obtained by candles placed in lanterns at the extremities of a yard-arm.

Since that small beginning, great strides have been made in the efficiency of light-ships. The service has proved so dependable that mariners very seldom doubt the accuracy of their positioning and, should severe gales be the cause of shifting position or damage resulting in withdrawal, wireless advice is transmitted immediately.

There are thirty-three light vessels around the coasts of the United Kingdom. The average crew on each is eleven men, which includes two masters who work month and month about. The ratings have two weeks off for every month on board.

On a clear night the loom of the light can be seen for about twenty-four miles, and the light itself should be visible for eleven or twelve miles. The light power consists of eight 375-watt lamps in reflectors, with the electricity supply coming from four small generators. The average height of the light above sea level is forty feet.

The average dimensions of these light vessels is 130 feet in length, a beam of twenty-six feet, and a moulded depth of nineteen feet. Some of the vessels are equipped with Racon or Radio beams which can be picked up by ships' radar. Some have a Decca warning device which indicates whether the vessel is dragging off station. Most of these ships also transmit weather and sea conditions to shore stations.

One of the chief advantages about light vessels is that they can be towed to any pre-determined position and this is advantageous to deep-drafted vessels having to use deeper channels than normal.

The men who man these light vessels deserve great respect for, apart from the excellent job they do, they require to remain in or very near main shipping lanes which must be extremely nerve-racking at times. Also, they must remain on station at all times and therefore cannot run for shelter during stormy weather.

Indeed, the men of the light-ships deserve a sincere vote of thanks from all mariners.

R.D.L.

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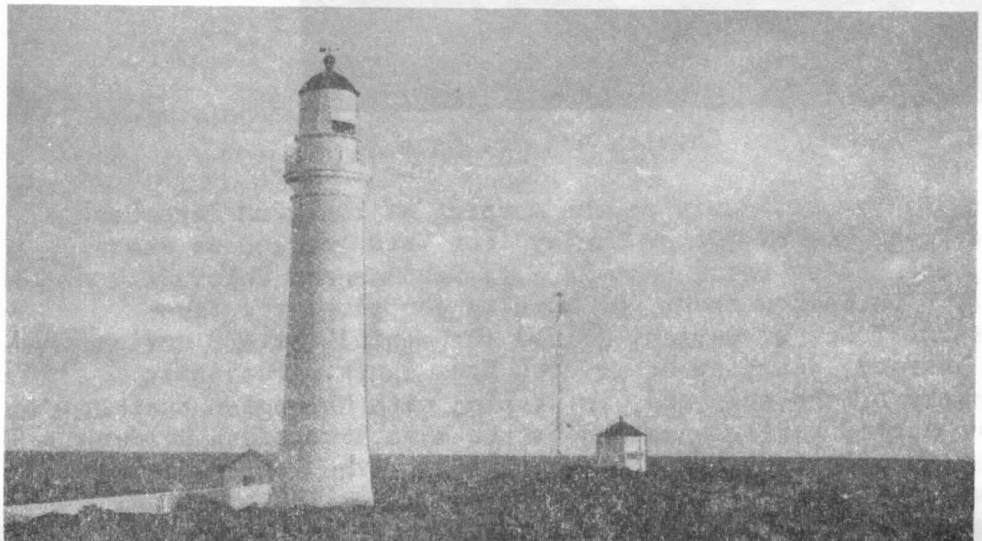


Cape Nelson Lighthouse
Portland, Victoria

When the invitations were issued for the Naming/Delivery Ceremony of m.v. "Baron Maclay" I am sure the two most excited members of the party were the writer and Mrs. MacKinnon, as we were the first ladies in the Office to be invited to a "Baron" ship ceremony. We have always listened with great interest, and perhaps some envy, to happenings which have taken place during visits to Norway and it was thrilling to be on the receiving end on this occasion.

We were warned to take plenty of warm clothing and thus we were prepared almost for the Russian steppes as we left Glasgow on the 21st December, 1971. Ten of us departed from Abbotsinch and it was good to have Mr. Agnew, Chairman of Lyle Shipping Co. Ltd., and Mrs. Agnew at the airport to bid us farewell. Seven of the party left from London, the other four guests already being in Horten on a 'working' basis prior to our arrival. We had excellent flights from Glasgow to Copenhagen and thence to Oslo and on arrival there found weather conditions to be extremely mild and, in fact, for the two days of our stay we had blue skies and sunshine - very unseasonal but from our point of view just perfect, although from our hosts' viewpoint disappointing for there was no snow, which they enjoy at the festive season. Such mildness meant that many of our winter woollies did not get the airing they were expecting.

After a two-hour drive we arrived at the Hotel Klubben in Tønsberg, a pleasant little town situated about five miles from Horten. Our first evening was spent in getting to know our hosts over a delicious dinner, followed by dancing which proved to be very popular and, indeed, it was difficult to separate the Scots from the Norwegians as we all seemed to adopt the same tribal steps!

It was comforting to find in the bathroom next morning a packet of fruit salts but with the problems of language so difficult to differentiate between the salts and another packet containing soap powder; in fact, it was rumoured that one sleepy-eyed unfortunate chose the wrong one, with electrifying results!

Mrs. Whamond, Mr. Cheales and Mr. Kjos

The gentlemen of the party set off early on the morning of the 22nd December as they were going on the Trial Run of "Baron Maclay" (or Yard No. 168 as she still was at that point), her Master being Captain S.J. Readman and Chief Engineer Mr. A.G. Metcalf. The ladies spent the morning shopping or coffee-drinking and after a pleasant lunch at Horten, joined the menfolk at A/S Horten Verft's Yard. Mrs. Noel Whamond, daughter of Mr. and Mrs. Agnew, graciously performed the Naming Ceremony of the ship and, in keeping with Norwegian custom, the local school band gave a good performance and at the same time added colour to the scene. An interesting accoutrement might have been a cine camera focused on the ladies as they boarded the ship - the gangway seemed horribly steep and the ship's side particularly high. However, we all climbed aboard looking - I think - as though we did it every day. Nevertheless, we were all very grateful for the champagne dispensed prior to the Delivery Ceremony, during which Mr. M.B. Cheales, Managing Director of Hogarth Shipping Co. Ltd., was handed the ship's papers by Mr. Kjos, Chairman of A/S Horten Verft, and Mr. Cheales, in turn, handed the brief case to Captain Readman. "Baron Maclay" is indeed a fine ship

and looked very gay, even to the extent of having a Christmas tree on her foremast, Scandinavian fashion. After a tour of the vessel, we all disembarked at varying intervals and speeds and made our way back to Tønsberg.

It was particularly pleasant to be in Norway at Christmas-time and we were all looking forward with keen anticipation to the Julebord, or Christmas Table, at the Officers' Club in Horten in the evening and I am sure all who were there will agree that this was the climax of our visit. The Julebord was set in the centre of the dining-room and it is difficult to describe just how beautifully and artistically arranged it was. The table was in two tiers - the upper one being covered in decorations of all kinds, including a small timber house, fully lit, Santa Clauses, many interesting little figures, candelabras, the flags of the two countries, to name a few - altogether a most attractive arrangement. The lower tier was devoted to food, a magnificent spread consisting of all types of seafood, some of which many of us had not tasted before, cold meats, hot dishes, fruit and other delicacies. Captain Strupe, the Master of Ceremonies, explained that we were simply to fill our plates, consume the contents, fill our plates again, and so on, and we didn't need a second bidding! All this fare was washed down by varieties of 'liquid fire' and for some of us it was a first opportunity to sample aquavit - a very pleasant experience. The only formalities of the evening were speeches - one by Mr. Kjos and the other, in reply, by Mr. Cheales which contained a sound piece of advice : 'Never invest your money in anything that eats or needs

The Julebord

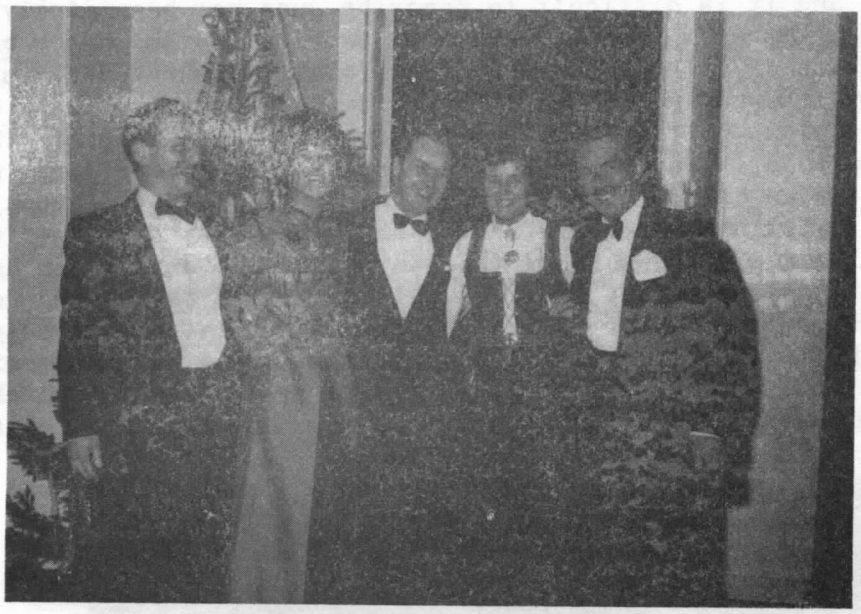
painting!' He added, however, that his Company was ignoring the advice. On behalf of the Builders, Mr. Kjos presented Mrs. Whamond with a platinum and diamond necklace with matching ear-rings.

After coffee and a brief respite in an endeavour to recover (I'm sure in every case) from over-eating, we all joined in the Grand March which was led off by Mrs. Whamond and Mr. Kjos. What an excellent way to commence dancing and to ensure that everyone gets on to the dance floor. Dancing was interrupted later with the arrival of Santa Claus - a happy thought on the part of our Norwegian hosts to arrange for Santa Claus to call early and present each of us with a gift - a beautiful Norwegian brooch for the ladies and cuff-links for the gentle-men. We were all thrilled with this gesture and Santa was thanked in a variety of ways by each in turn. After this exciting interlude, dancing continued to the music of the excellent band which seemed to bring out everyone's best steps. It was a happy, but weary, 'bus-load who made their way back to Tønsberg in the wee sma' 'oors, none looking forward to a 9.30 start for home later that same morning. Surprisingly, however, we all managed to stumble out of bed in geed time and wideawake to the dangers of consuming the wrong packet!

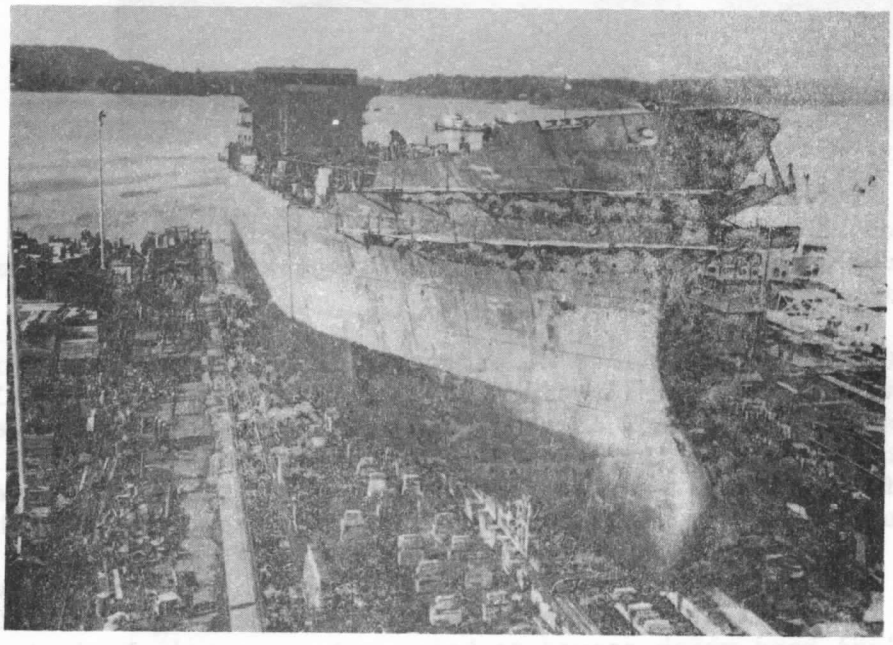
With the sun still shining, we made our way back to Oslo where we were taken on a tour of the city and surrounding countryside before returning to Fornebu, Oslo's airport, and lunch at the Caravelle Restaurant. This lunch included a specialty new to many of us - reindeer steak - which was excellent, followed by a creamy gateau which just melted in the mouth. By this time most of us had simply given up bothering about all those extra calories.

We left Oslo, the capital of a very lovely country, with memories we shall always treasure of two marvellous days and very special thanks must go to H. Hogarth & Sons Limited for allowing us the privilege of going to Norway and to our Norwegian hosts for their wonderful hospitality.

E.M.T.



Left to right : Mr. D. Border, Miss E. M. Templeton, Mr. K. Larsen, Marketing Manager of Horten Verft, Mrs. K. Kristiansen, wife of one of Horten Verft's Directors, and Mr. H.L. Brodie



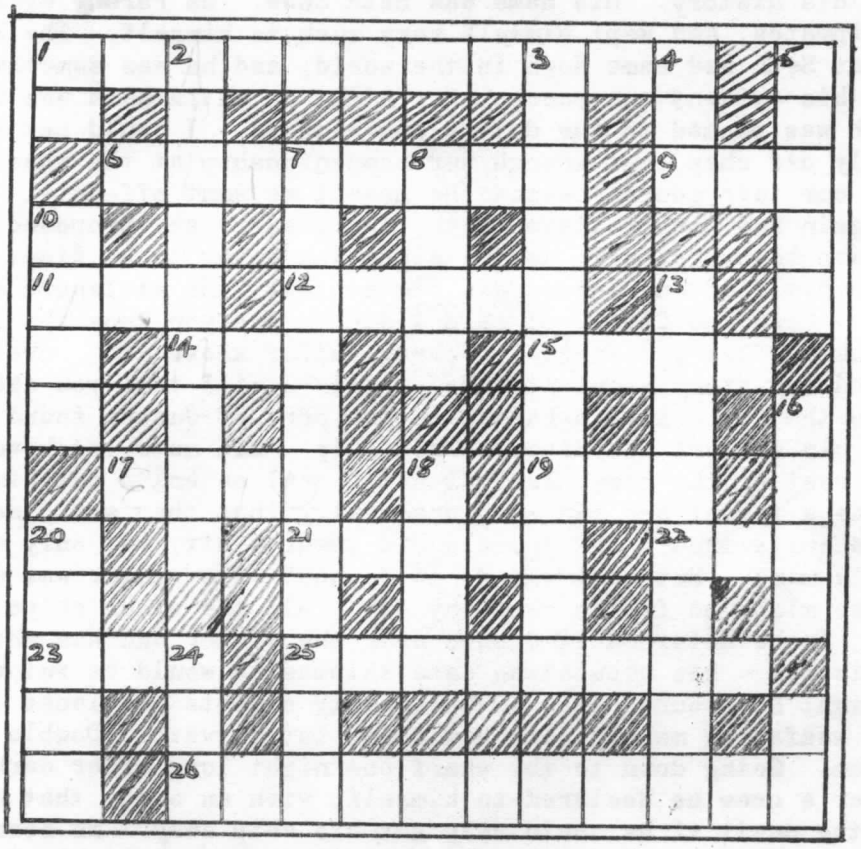
"Baron Maclay" being launched on 27th September, 1971

CROSSWORD

(Solution on Page 29)

Across

1. Mental picture (11)
6. The rodent starts being sensible (8)
9. Fold over (3)
11. This mixture of tar might give a fine picture (3)
12. Head-dress (5)
14. Spoil (3)
15. Requirement (4)
17. A nice girl to dine although backward (4)
19. Bird (3)
21. The winner gains this hand (5)
22. Often bagged nowadays (3)
23. Droop (3)
25. Happening (8)
26. Artists in advertising (11)



Down

1. Within an enclosed space (2)
2. Set of rooms (9)
3. Rude (11)
4. Nothing (3)
5. A guide to the french tree (5)
7. Inaugurating (11)
8. Not far away (4)
10. Gallery of a sugar merchant (4)
13. A first in society (9)
16. Happy (4)
18. Narrative poem (4)
20. A place in the desert (5)
24. Eloquence devoid of substance rather explosive all the same (3)

The following is an extract from a book entitled Life of a Scottish Sailor, or Forty Years' Experience of the Sea, by John Bain, Master Mariner, born in 1839 and who died in 1895.

From 1885 Captain Bain was Nautical Assessor in Board of Trade investigations carried out throughout the United Kingdom, as well as in the Court of Session, and when necessary in various Sheriff Courts.

He was a native of Nairn, on the Moray Firth, and commenced his seagoing career on smacks which traded between that area and the East Coast as far south as London. After obtaining his Master's ticket he sailed on vessels owned by The County Line of Glasgow (whose vessels all bore the names of Scottish Counties) trading between Holland and Java. He commanded that Company's first steamer. At the time he gave up the sea he was sailing with the Clan Line.

We are indebted to Mr. Robertson, Glasgow for this contribution to TRIAD.

SETH SNOW'S YARN.

In my watch there was a peculiar-looking old sailor who was exceedingly reticent regarding his history. His name was Seth Snow. He rarely exchanged words with any of his shipmates, and kept himself very much to himself. The belief in the focs'le was that Seth had come down in the world, and he was sometimes addressed as 'Cap'n Snow' to his evident annoyance. One night an extra hand was required at the wheel, and Seth was posted to the duty along with me. I could not help feeling sorry for the lonely old chap, but though our companionship at the wheel was agreeable enough, our intercourse ceased the moment we went off duty. Next night we were together again and when relieved Seth, to my surprise, proposed that we should spend our turn below on deck, as the night was going to be fine. I perceived he had something on his mind and encouraged him to talk. He at length asked me with great eagerness if I knew the Clyde. I said I did. "And you know the Black Buoy at the Tail o' the Bank?" "Yes", I replied, "every sailor knows it". "Well," he asked, "have you ever heard any story about it? No. Well, I will tell you about it. A good many years ago the captain of a barque in the port of Quebec found himself ready for sea, but his sailors had deserted his ship. His mate, cook and boy had gone away with the rest of the crew, leaving not a soul on board but himself. They said the captain was a tyrant and swore so dreadfully that they would not sail with such a man. It was quite true - the cpatain did swear a bit, but only when things were not done to his mind. But what was he to do now? The winter was drawing on and the St. Lawrence might be frozen over any day. All the other ships had sailed, he alone was left. To be detained in Quebec over the winter and his ship due at Glasgow before Christmas - his reputation as a shipmaster would be ruined. Day by day and night by night he scoured the now half-empty streets and lanes of Quebec trying to persuade seafaring men to join his ship, but in vain. Double wages would not tempt them. Going down to the wharf one night long after dark from a fruitless search for a crew he declared to himself, with an oath, that he would sell his soul for the devil if he could only get his ship away. No sooner had he uttered the rash words that a Man in Black - tall black hat, long black coat, big black gloves - everything black - accosted him, and asked if he meant what he had just said. He spoke civilly enough, but with a slight sneer that implied a challenge of courage. The captain, being in a desperate mood, repeated the words. "Very well, captain", said the stranger, "Let it be a bargain betwixt us. You will give the orders for the proper navigation of the ship to me and I will see that they are carried out". An uneasy feeling that he had gone too far arose in the captain's heart, and he bethought him of making one condition to safeguard his position. "Will you promise to obey my orders implicity?" I will!" promptly replied the Man in Black. Then they shook hands - it was a vow. They soon reached the vessel and in a few seconds the rustling of ropes and the grating of chains indicated that she was being unmoored. Not a living creature could the captain see. He gave the orders and an invisible crew carried them out. Sails were set, the course was steered, and the ship proceeded down the St. Lawrence. Reaching the open sea, the yards were trimmed to the breeze and the vessel sped across the Atlantic. So perfectly was everything done that for the first time in his life the old captain had no call to grumble, far less to swear, as he used to do at his sailors. As the voyage began to near its termination, the captain began to reflect on the awful bargain he had made in a moment of despair. With the Man in Black he had held no conversation, beyond telling him what to do in navigating the ship. As to the identity of the personage with whom he was associated he had no manner of

doubt, for had he not seen him at the cabin table, night after night, playing cards with an invisible partner? Land on the starboard bow! He must make up his mind, now or never, how he was to escape the clutches of his adversary. A happy thought struck him and he decided to put into execution. "Get the anchors over the bows!" he shouted, "And see that you grease the rope cable well from end to end!" "Aye, aye, sir" was the reply, and the work was done in a jiffy. "Stand by to let go the anchor and let it run until I tell you to hold on!" "Aye, aye, sir". The captain began to recover his spirits. He kept every stitch of canvas on the vessel, which was going her full speed, until he was in a position to anchor. "Put the helm hard-a-port!" "Aye, aye, sir!" "Now then", shouted the captain as he had never shouted before - "Let go the anchor!" The anchor was let go. The greased cable ran out at lightning speed and when, within a few fathoms of the end, the captain shouted to his companion - "Hold on!" The Man in **Black** did hold on. His body passed three times round the windlass, went through the hawsepipe into the water after the anchor, and he was seen no more. The Black Buoy at the Tail o' the Bank marks the very spot!

"You have never heard that story before, have you?" asked my shipmate **Seth** Snow. "No", I said, "I never have". "Well," he said, "I, Seth Snow, was the captain of that belated Quebec barque and nothing on earth will ever make me take command of a ship or swear at a sailor! It's my only chance!" He slipped away as soon as he had finished his weird tale and, except on one other occasion, he never told me any more yarns.

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The contents of Page 34 of the last number of TRIAD (No. 13) have brought forth a spirited response from 'Rudyard Kipling' on the "CAPE ST VINCENT". Rudyard is apparently the shy, retiring type as he has not given that name on the Crew List!

THIS'LL MAKE YOU SIZZLE

I have read 'D.B.'s' epistle, glorifying Partick Thistle
And I'm going to stick my neck out and declare
That, despite his rousing ballad, Firhill Park, to me,
isn't hallowed.

I'm devoted to a team beyond compare!

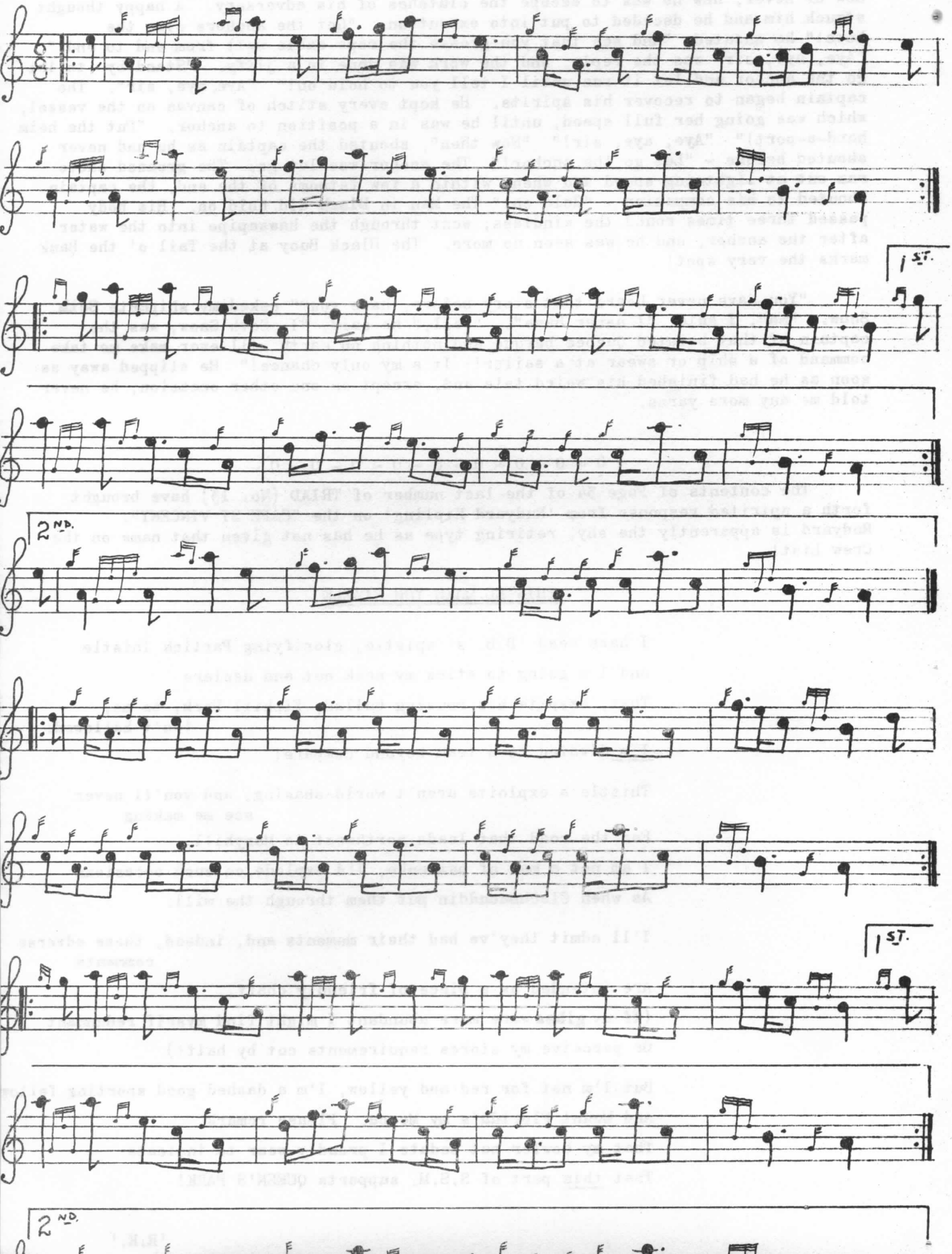
Thistle's exploits aren't world-shaking, and you'll never
see me making
For the road that leads northwest to Maryhill.
I am not a man of patience, I'd explode on such occasions
As when Clachnacuddin put them through the mill.

I'll admit they've had their moments and, indeed, these adverse
comments
Are intended as a piece of friendly chaff.
(If my **gibes** were more abundant I might find myself redundant
Or perceive my stores requirements cut by half!)

But I'm not for red and yellow, I'm a dashed good sporting fellow
And Mount Florida's my Mecca. Please remark
That my bowler hat sedate I proudly wear to indicate
That this part of S.S.M. supports QUEEN'S PARK!

'R.K.'

CAPT. A. M. FRASER. MARCH.



Q U I Z .

1. Which country has a common border with thirteen other countries?
2. What is Australia's national flower?
3. What is a chervil?
4. Who wrote the novel 'The Pied Piper'?
5. In railway parlance, what is the 'block system'?
6. Where, and when, were the first nudist camps established?
7. Where is Akarana?
8. Which large, flightless bird became extinct at the end of the eighteenth century?
9. Who was Hitler's successor?
10. What do the initials R.I.B.A. stand for?
11. How did the name 'Alice' in Alice Springs originate?
12. When does the next U.S. presidential election take place?
13. What is the Osculatory Marathon, and what is the world record?
14. Name the president of Egypt.
15. What is a willy-willy?
16. Give the name of the Swedish Parliament.
17. Where is Persepolis?
18. What would you do with a chesterfield? (apart from smoking it!)
19. In which year was modern Israel founded?
20. What is 'The Bitumen'?

(Answers on Page 29)

Mr. Alexander C. R. McIntosh

Alex McIntosh commenced his shipping career with Gow, Harrison & Co., first in their General Office and then in the Agency and Chartering Departments.

During the War he served with the R.A.F., being a member of the 602 City of Glasgow Squadron, and served in the Battle of Britain, the Siege of Malta, in Sicily, Sardinia and Italy as well as being with Pathfinder Force.

He joined T.L. Duff & Co. Ltd. in 1951, after Gow, Harrison went into voluntary liquidation, and was Tanker Agency Manager with Duff.

In 1957 Alex entered Lyle Shipping Company's service, being attached to their Stores Department, and in 1968 became a founder-member of S.S.M., where he is Class 'A' Stores Controller.

His interests are wide, covering Athletics, Cricket, Golf and Soccer (he is a fervent Rangers supporter) and is a Glaswegian by adoption. Indeed, as well as supporting Rangers, he also supports Jack House, Cliff Hanley and Stanley Baxter - and all who speak for Glasgow.

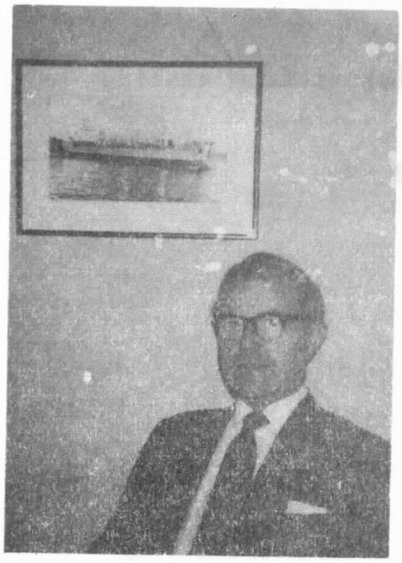
Alex is married and has one son.

Miss Elizabeth M. Templeton

Elizabeth Templeton joined H. Hogarth & Sons Ltd. in 1958 at a very young age! She is now employed as secretary to Mr. Hugh Hogarth, Mr. A.C. Hogarth and Mr. M.B. Cheales.

Her interests are many and varied and include music and the appreciation of art - old, and some new. Elizabeth enjoys good company and conversation as well as travelling to new places, and is particularly fond of pre-1972 cars (when they behave) with the accent on the 'pre'!

Mr. Alasdair Macaskill



Alasdair Macaskill joined H. Hogarth & Sons in 1952 and, after a spell as Office Boy, assisted Mr. W.A. Taylor in the Portage Bill and Allotments Department before transferring to the Lisbon Berth Service and Agency Department where he worked with Mr. J. Pollock and Mr. H.L. Brodie. From there he moved to the Management Department, where he dealt with charter party freights, hires, disbursements, etc., and since the formation of S.S.M. has continued to be involved with these matters. He is, of course, a founder-member of S.S.M.

Alasdair is unmarried and lives in Kirkintilloch. For many years he took a keen interest in The Boys' Brigade, in which he was an officer until recently. He is interested in football and sport, particularly from a spectator's angle!

THE BUSINESS OF THE EAST INDIAMEN

The lofty East Indiamen were the aristocrats of the British Merchant Service during the seventeenth and eighteenth centuries and, indeed, well into the nine--teenth, but although a great deal has been written about these ships' construction, their routine and fights, the ordinary business which was the reason for their existence is perhaps not so well known. In part this is probably due to the manner in which the trading affairs of the East India Company were almost overshadowed by its administrative side, particularly in its later years. However, administration and colonisation formed no part of the plans of the pioneers - plans which were quite sound, if somewhat warped by the Government in return for the monoply and privi--ledges extended by the Government.

The first aim was the importation of spices from the East. The condition of the greater part of the meat eaten in the seventeenth century demanded heavy flavouring. Spices by the overland route were very expensive and when the Portuguese opened up their seaborne eastern trade their monopoly still kept up the price to the customer. It was the spice trade which directed the Company's early ventures to the East Indies and not to India itself. The Dutch and Portuguese attempted to keep out the English and succeeded so well that they finally got their pepper from the Malabar Coast and worked up such a trade that ninety percent of it was re-exported to the Continent.

Profits were enormous and condiments made the hard core of the homeward trade, although many other cargoes were carried as well. In the earliest days cotton was only used as ballast and dunnage, being bought very cheaply in the East, but it soon proved very saleable and the trade grew rapidly. The Dutch East India Company had carried large quantities of Indian saltpetre to Holland from the beginning of their days and the Stuart kings wanted an equal supply for the manufacture of gun--powder. So the East Indiamen were forced to carry large quantities, although the Court of Directors did not like the trade. It was of some value to the ship as ballast, but there was a grave danger of it spoiling other goods, particularly silk, calico and spices, while the slowness of the Crown in paying for it was a great embarrassment!

Goods from the Red Sea and Persian Gulf - silk, drugs and other commodities - went to India as they had done from time immemorial and were trans-shipped into the British ships at Surat, 160 miles north of Bombay. The trade was profitable but not nearly as constant as the Indian produce. Coffee from the Red Sea was trans-shipped in that way as early as 1619, although the factor who carried out the business frankly reported it as "a drink more wholesome than pleasant" and the trade did not become really important until 1660. The tea trade soon became important, but it gave so much trouble, from a variety of reasons ranging from the taint of other cargoes to the extortionate demands of native princes, that there were serious thoughts of abandoning it altogether in 1690. It was later to become the most important trade of the Company and the only one that really paid.

The outward trade presented many more difficulties. It is easy to understand, when one remembers the scale on which the Company proposed to work and the compara--tive poverty of England in those days, that the authorities at home strongly objected to Indian goods being paid for in gold and silver - particularly the latter. The authorities, engaged in encouraging the manufacture of woollens by all possible means, insisted that the homeward cargoes should be paid for with them, but the Indians had other views. Considering the climate and the thickness of the cloth which was sent out by the early expeditions, that was hardly surprising!

Not until later was it specially dyed to suit the natives' taste and, although it was labelled "Fit for the use of nobility only", it was largely used for the trappings of elephants and the making of saddles. But the Company shipped far more than was demanded, the Dutch contrived to send superior woollen gloves at a much lower price and large quantities of British woollens remained in the warehouses, to be lost by pilferage and the effects of the climate. The court blamed the Company employees in India and they would seem to have been very indifferent about the matter.

The East Indiamen carried silver from Britain to India in spite of all the author--ities' efforts, and gold from China to Britain. It was not until well into the eight--eenth century that some balance of trade was contrived and copper, tin, English and Swedish iron, lead, red lead, brass wire and vitry (a form of light, durable canvas) went out in large quantities. English goods remained in poor demand in the East

Indies so that ships discharged them in India and there loaded Indian products which were more popular, a proceeding which aroused the bitter jealousy of the Indian merchants but which was very profitable.

For a few years it appeared that a satisfactory solution to the whole difficulty had been found in quicksilver. It was purchased from the Dutch and Italians and sent out to India, where it was largely used for extracting silver from ore, but after a time the discovery of deposits in India and Dutch and Portuguese competition with Chinese quicksilver ruined the business.

It was the empty space left by outward cargoes and the Court of Directors' anxiety to collect together the best officer personnel in the world which caused them to give the private trading privileges to captain and officers, strictly graded according to rank, which afterwards proved to be something of a monster of their own making. Limits were laid down from the first on very generous lines but they were soon being exceeded and all through the later days of the Company's trading the concession was regarded as a right and a lot of very bad feeling was generated from the Directors' endeavours to keep it within limits. The captain of a ship of over 755 tons burthen was allowed rather more than 56 tons outward and 38 tons homeward from China, or 30 tons from India.

Outwards, the Directors were generally willing enough to give permission for additional cargo to be carried if the request was made, but for the homeward run they soon found that a good deal of their own cargo was being shutout to make room for that of the ship's people! As it would obviously be asking for trouble to carry this excess into London River, arrangements would be made for longshoremen or fishermen to meet the inco ing ships well down-Channel and take the officers' private ventures ashore. It avoided awkward questions with the Company and also saved the payment of duty.

It is perhaps not generally realised that until 1613 every East India voyage was a separate venture, conducted by an individual syndicate. As the expeditions sailed from England according to strict programme but did not always return as regularly, there was considerable overlapping and as each syndicate employed its own agent in the East, they were soon competing for cargoes. In those early days quite a large number of merchants went out with the ship to deal with their own particular venture, but they soon outgrew that custom and were content to let others do the detail work and pocket their profit. It was not until the East India Company was made into a close corporation instead of a very loose syndicate that matters were properly arranged and it was possible to meet the compeition of the Portuguese and Dutch, and later the French.

History frequently refers to the English 'factories' in Indian ports, a phrase which today is very misleading for these 'factories' did not manufacture anything. They were really warehouses for the collection of homeward cargoes and the distribu-tion of outward, and before English authority had made itself respected, they also made useful fortified residences for the white staff. Surat was the first to be established, in 1612, and remained the chief station in India until Bombay assumed greater importance. The factory idea was copied from the Portuguese and Dutch.

Other trades naturally developed as the British in India saw opportunities of development. The 'rougher' types of Indian exports came to be called 'gruff goods' and they made very useful stowage. These were commodities which were of small value in relation to their bulk; for instance cotton, rice, sugar and saltpetre. The sugar trade varied in the quantity shipped and was hampered by discriminatory duties to help the West Indian planters, however. The rice came mainly from Bengal and some very considerable shipment figures were achieved during poor British harvests and during the Napoleonic Wars, when the price of wheat shot up. Another important cargo was indigo and silk was profitable although the latter trade never reached the proportions of that of muslin until it was killed by an exact imitation of Indian products by the English mills.

It was in the year 1765 however that a considerable difference in the detail of the Company's trade took place for it was in that year that actual trade took a secondary place to the collection of taxes, although as the natives paid a large part of their taxes in goods, the quantities handled actually increased, although not all the commodities were saleable in Britain. On the outward side, the development of Lancashire cotton permitted cotton exports to become a far more important item of trade than wool although it was really too late to benefit the Company because they hesitated to develop the trade too much as it was against native industry and also

because their monopoly was by then nearly at an end. So exports remained the great commercial difficulty, and there was a good deal of truth in the eighteenth century saying that the only thing of any value that the East India Company exported to India was courage.

The trade monopoly to China lasted longer than that to India and for a good many years before the end it had been the only really profitable side. The Chinese, however, had very little use for British goods so that the difficulty of finding suitable exports to barter was just as great. The solution generally lay in loading the ships in India with cargoes that were acceptable to the Chinese - raw cotton and opium were among the best-selling lines.

On the other hand, the homeward trade was very profitable, even although the Hong Kong merchants took their full share. Silk and tea were the principal items, both being very profitable under the monopoly that was enjoyed, but the ships from China also carried very considerable quantities of crockery, invaluable as ballast in the tea ships and the principal item in the officers' private ventures. The Indian monopoly ended in 1813 and the Chinese monopoly twenty years later; the ships were then sold but the Company continued as merchants in London, as well as administrators in India, for a good many years after that.

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Some additional facts and figures concerning The East India Company's ships.

Nearly all the East Indiamen were built at one of perhaps a dozen shipyards on the Thames and at the beginning of the nineteenth century these were really the only yards capable of building a 1,200-tonner, or even an 800-ton ship. At that time the principle yards on the Thames were Randall's, Barnard's, Perry's, Pritchard's and Well's, these being the firms which specialised in the larger ships. These yards were situated at Blackwall, Northfleet, Deptford and Rotherhithe and were, by the standards of the time, quite large and capable of building several ships similtan--eously, at the same time carrying out repair and refitting work. Probably the best-known of these yards was Perry's, at Blackwall, which was founded about 1588, when it was called 'The East India Yard' and was, in fact, owned by The East India Company itself. It became Perry's about 1690 after becoming the property of the Perry family.

A few Indiamen were built in India, the first as early as 1735, and these were invariably built at Bombay.

The East India Company normally retained its ships for six voyages - at least this was the policy towards the end of the eighteenth century - which meant a period of twelve or fourteen years (the East Indiamen were not noted for speed, mainly because of Company policy not to sail their ships too hard, not because their vessels were incapable of good passages). This length of time became possible with the introduc--tion of copper sheathing of ships' bottoms about 1780 with the attendant extention of the ship's life. Prior to copper sheathing the Company might retain a ship for eight or ten years.

A ship was given a very thorough examination and repair after her third voyage to establish the condition of her timbers and this ensured her being sound for a further three voyages, after which the Company would dispose of her. Disposal almost certainly meant breaking-up, for managing and crewing such a large ship (by the standards of the period) was impossible for all but the Company itself.

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An old man stood at the Pearly Gates,
His head was bent and low.
He merely asked the man of fate
Which way that he should go.

"What have you done", St. Peter asked,
"To seek admission here".
"I was the Master of a merchant ship
For many and many a year".

St. Peter opened wide the Gates
And gently touched the bell -
"Come in, my son, and choose your harp,
You've had your share of Hell!"

THE HAGGIS EXPLAINED

The export of haggis has been increasing for some time and this is causing some mystification at frontier barriers and the customs posts. In Canada it is said that they find it hard to regard as something to eat and in Rhodesia, some years ago at least, it was treated as contraband. In Brazil it defies normal import classifications and is described as fertilizer! Yet, the strange thing is that it can now be bought almost anywhere in London and, indeed, the English are beginning to like it again after two hundred years. For, the sad truth is, (a fact that few Scotsmen will readily admit) haggis is primarily an English dish, well known south of the border until the eighteenth century, and generally spelt 'hagas'. According to Edward Spencer (the original Nathaniel Gubbins) haggis was originally a Roman delicacy. They made it by filling a pig's boiled stomach with meat fry, brains, raw eggs and pulped pine-apples. This odd mixture was then seasoned with 'liquamen', a favourite Roman flavouring essence, based upon the putrefying intestines of fish, mixed with spices and wine!.

The Ancient Scots were said to dislike pig-meat and so adapted the recipe for use with sheep. Even so, they had no monopoly of the dish until about two hundred years ago. English cookery writers like Mrs. Glasse regularly mention 'hagas', although Mrs. Glasse herself advised the use of calf rather than sheep.

What exactly is haggis? As it is normally made today no Scots cook would use anything but sheep ingredients. A stomach bag of a sheep is taken - either the large one, or the smaller one, which is known as the 'king's hood'. This is well washed, turned inside out, and salted. It is then stuffed about half-full only to allow for expansion during cooking. There are various more or less secret variations in the proportions of ingredients but these remain basically the heart, liver and lungs of the animal finely minced or hashed, suet, onion, and a goodly proportion of oatmeal, pepper and salt. Mixed herbs or spices are frequently added and often lemon juice and a good meat stock.

The bag is then securely sewn up. Then follow three hours' steady boiling with an occasional pricking of the bladder to prevent bursting. The dish is finally served very hot, normally wrapped in a stiffly starched napkin, the purpose of which is to disguise the unappetising appearance of the cooked stomach bag. The bag is then slit, a long spoon inserted and the contents scooped out into generous helpings.

Robert Burns's 'great chieftain o' the pudding race' is invariably served with the strange but satisfying accompaniments of mashed potatoes and turnips, frequrntly washed down with neat whisky, drunk from a quaich, a shallow cup with two handles, or lugs. Left-overs are attractively used, being fried like bacon for breakfast or made into tasty little savouries in pastry cases. Some people eat the bag as well, for this is really only tripe.

There is also Haggis Royal, which has the distinction of capital letters, and is an interesting variant form of the usual dish made from mutton, suet, beef-marrow, egg, oatmeal, red wine, anchovies and parsley, boiled in a veal caul (a bag) and served with brown gravy or venison sauce.

But the humble, plain haggis with its rising tonnage of world exports is never likely to be replaced and remains traditional Scottish fare for Burns Night (25th January), St. Andrew's Day (30th November), Martinmas (11th November) and Hogmanay.

Although canned haggis tends to increase rather than decrease foreign suspicions about this strange article of food, it is the easiest form for export and supports a growing industry in Scotland. Indeed, many tons of canned haggis, without the stomach bag of course, are sent overseas every week while English people are beginning once more to realise the high nutritional value of the dish.

If the delicacy in its new disguise is the form most often enjoyed by the expatriate Scots overseas, Scots housewives continue to make or buy it in the traditional stomach bags. Curiously enough, the only drawback to increased

production is a growing shortage of haggis stitchers. Handling, filling and stitching these slippery balloon-bags deftly and at high speed is a very skilled art, interest in which is dying out. As one haggis manufacturer is on record as saying : 'Unless we can induce more girls to take on haggis stitching, even Scotland, the home of the haggis, will have to accept the canned variety'.

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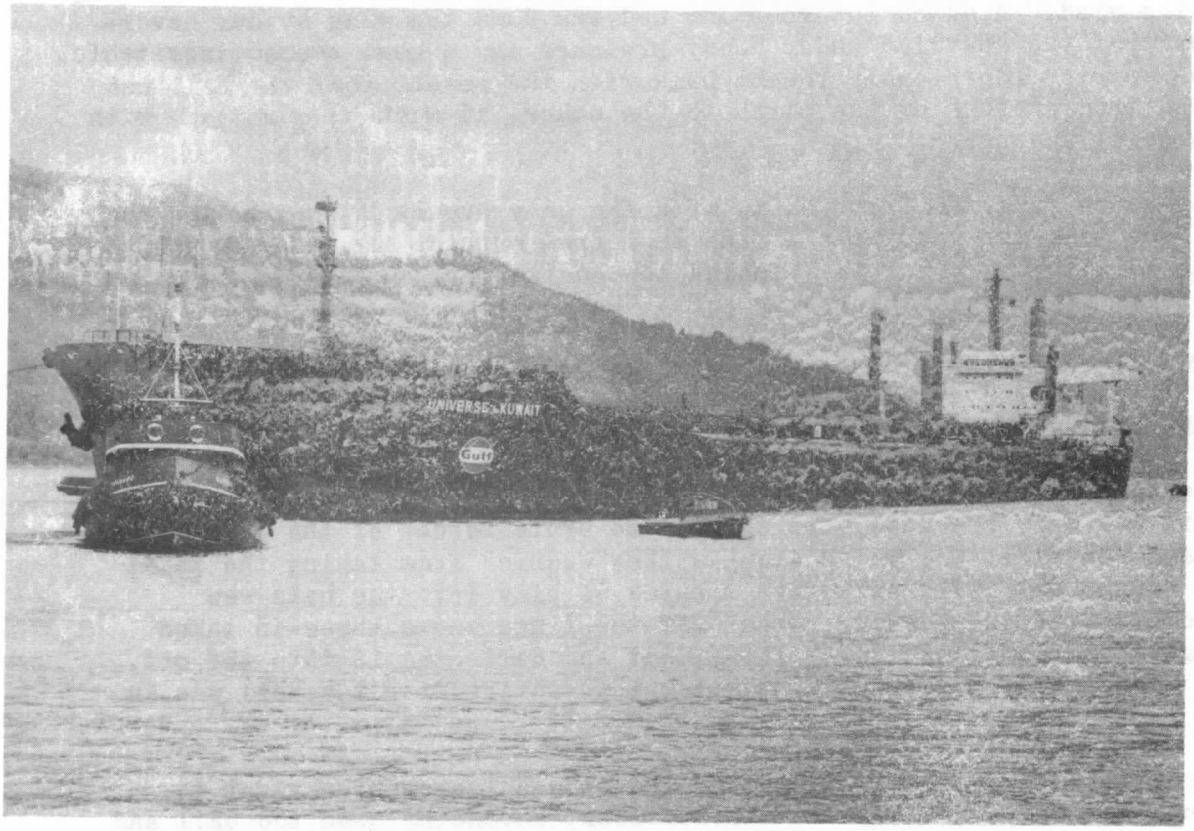


m.t. "Universe Kuwait"

The third-largest ship in the world - beaten by two other mammoth tankers by only a few tons - the "Universe Kuwait" berthed at the BP Oil Terminal, Finnart, Loch Long, on Saturday 15th January, 1972, with a full cargo of crude oil loaded at Mena-al-Ahmadi, Kuwait - 325,000 tons. At the time of berthing the ship was drawing eighty-two feet and, not surprisingly, is the largest ship to call at a British port fully laden - so far. The berthing operations were carried out without a hitch. As with the berthing at Finnart of all very large tankers now, the 'mini-radar' system (which checks the tanker's approach speed towards the berth) was employed. Readers may recall that this system was used for the first time at Finnart during the berthing of Canadian Pacific (Bermuda) Ltd's. super-tanker "Port Hawkesbury" on the 23rd October, 1970.

The "Universe Kuwait" was discharging 100,000 tons of her cargo at Finnart to lighten her sufficiently for her to enter Bantry Bay, where she will land the remainder of her oil. H. Hogarth & Sons Ltd. attended at Finnart as Charterers Agents.

The ship is registered in Monrovia, Liberia, being owned by the Bantry Transportation Company, Monrovia, and some facts concerning her are given below :

She was built in 1968 by Mitsubishi Heavy Industries Ltd., Nagasaki, and is equipped with four steam turbines geared to two shafts and developing 37,400 shaft horsepower and giving a speed of fifteen knots.

Her main tonnages and dimensions are : G.R.T. 149,609; N.R.T. 128,257; and 326,257 deadweight. She is 1,132' 10" long; 174' 11" in breadth; 105' 0" in depth.

The photograph is reproduced by courtesy of The Glasgow Herald.

On the 3rd October, 1971, while loading timber in the Port of Fremantle, the good ship "Temple Arch" gave a fine display of soccer against a 'rough and tough' team from the Shaw Savill and Albion-owned vessel "Cedric".

Although the "Arch" was finally beaten by three goals to one, the result does not give a true picture of the game, which started with the "Cedric" kicking off against the wind. A quick interception and run down the wing by our never-tiring 'Lecky' put the "Cedric" under heavy pressure and a goal seemed inevitable. However, the "Cedric" regrettably fought back with the result that the ball was suddenly moved from one end of the pitch to the other, it must be admitted, with considerable skill and speed.

Twenty minutes into the first half, with the game evenly balanced, saw the Shaw Savill lads take the lead with a fine shot from outside the penalty area, a shot which, admittedly, completely fooled the goalkeeper, R. Macrae, by going through his legs! (How does the saying go? - "He couldnae stoap a pig"! - Ed.)

The "Arch" lads were not disheartened, however, and responded with a fast equaliser by 'Lecky', who dribbled circles around two players, and himself, before thundering the ball into the net from twenty-five yards.

In the second half the effects of working in a hot engine-room began to show through and it was only the undoubted skill, and brute force, of the full-backs Livingstone and 'Cuddles' Coe which stopped the "Cedric" from taking the lead; and still we fought on! With only five minutes of play left the ball was retrieved from the ladies' bowling match over the fence and a throw-in taken. The wind caught the "Cedric's" No. 9 lofty shot and deflected it into the net, past our Mr. Macrae, who made a valiant attempt to save (after the ball was in the net!).

The "Arch" forwards fought on, and on, and on, and were unlucky not to equalise when a forward, who shall remain nameless, advancing upon the ball and an open goal-mouth, in his eagerness to score ran past the stopped ball, leaving it to be cleared back up-field to an unmarked "Cedric" player, who secured a Shaw Savill victory with a third and final goal.

So, yet another S.S.M. team has tasted defeat, but never before has a more 'trying' team walked across a soccer pitch, as can be deduced by the numerous complaints of aching legs and bruises the next day. But, remember the words of our beloved Rabbie - 'If at first you don't succeed, Try, Try Again'!

The Temple Terriers Photograph : Stella Maris Seafarers Club Photo Service, F'mantle

Back Row, left to right :
2nd Off. D.L. Coe, G.P. Boy A. Richards, G.P.3 G. Macrae,
G.P.1 R. Fendyke, G.P.1 S. Hornshaw, Elec. D. McLennan
Front Row, left to right :
G.P.1 J. Adams, Cadet C. Hurst, 3rd Eng. R. Macrae, Radio Officer J. Thomson, 4th Eng. D. Livingston (Daisy Face)

MORE WHEELED GHOSTS.

TRIAD Number 11 contained information concerning some little-known and now defunct makes of car. Here are a few more for those who might be interested:-

BLACKBURN: British - 1919-1925. At the end of the 1914-18 War the Blackburn Aeroplane Company, like other aircraft manufacturers at that time, entered the motorcar-building business in an attempt to fill the gap left by the ending of aeroplane-production contracts. The result in Blackburn's case was, surprisingly, a somewhat conservative car; this at a time when other aircraft manufacturers in the car-production business were building cars displaying aviation experience.

The Blackburn was a big car with a large, four-cylinder Coventry Simplex engine of 3,160 c.c.'s, with the cylinders being cast in pairs. A cone clutch was used. Like several other manufacturers of the time, the radiator was a copy of the Rolls-Royce. In addition to building their own cars, Blackburn made bodies for other car manufacturers.

BIDDLE: American - 1915-1923. This car was, by American standards in size, a small car which was equalled by the company's numerical output, which was also small. Produced in Philadelphia, it was regarded as a luxury car featuring first-class coachwork and a wide selection of body styles.

It could be ordered with either a Buda four-cylinder engine or a Dusenburg horizontal-valve engine, but it invariably featured a prominent V-type radiator strongly reminiscent of the Mercedes. As might be expected, the Biddle was never a common car and few were built after 1921. The few that are still in existence today are regarded as valuable collectors' items.

TAMA: Japanese - 1947-1951. This small, electric Japanese car was the result of the Tachikawa Aircraft Company converting to car manufacture after World War II. Their first car was a $4\frac{1}{2}$ H.P. model, the E4S - 47, being a two-door saloon seating four. The year 1948 saw two new saloons, the Junior and the Senior, which has improved performance. For instance, the Senior had a $5\frac{1}{2}$ H.P. motor with a range of 125 miles per charge and a speed of 35 m.p.h. By no stretch of the imagination could the Tama be regarded as having been a handsome vehicle.

Increasing petrol supplies and the fact that pollution had not yet become such a prominent word meant a drop in popularity of electrically-driven cars, so the Tama Electric Motor Car Company became, in 1952, the Prince Motors, and in that year was introduced a new, petrol-driven car called the Prince.

F.N.: Belgian - 1899-1939. Probably better-known to people at large, and certainly more numerous than some of the other makes mentioned, the F.N. was not, however, so commonly known on a world-wide basis, although it was the premier Belgian make in terms of output and longevity of the company.

Throughout the firm's existence it produced reliable cars, built on well-tried and conventional lines. During the 1920's and early '30's F.N. achieved success in various rallies and competitions - for instance coming third in the 1925 Monte Carlo Rally and in 1928 an F.N. was the first normal-wheeled vehicle to cross the Sahara Desert from north to south. The large F.N.'s of the early '30's closely resembled some American cars of the period, the 1931 F.N. 3.2 litre staight-8 sedan being almost indistinguishable from, say, the large 1930/31 Nashes, Hudsons or Studebakers.

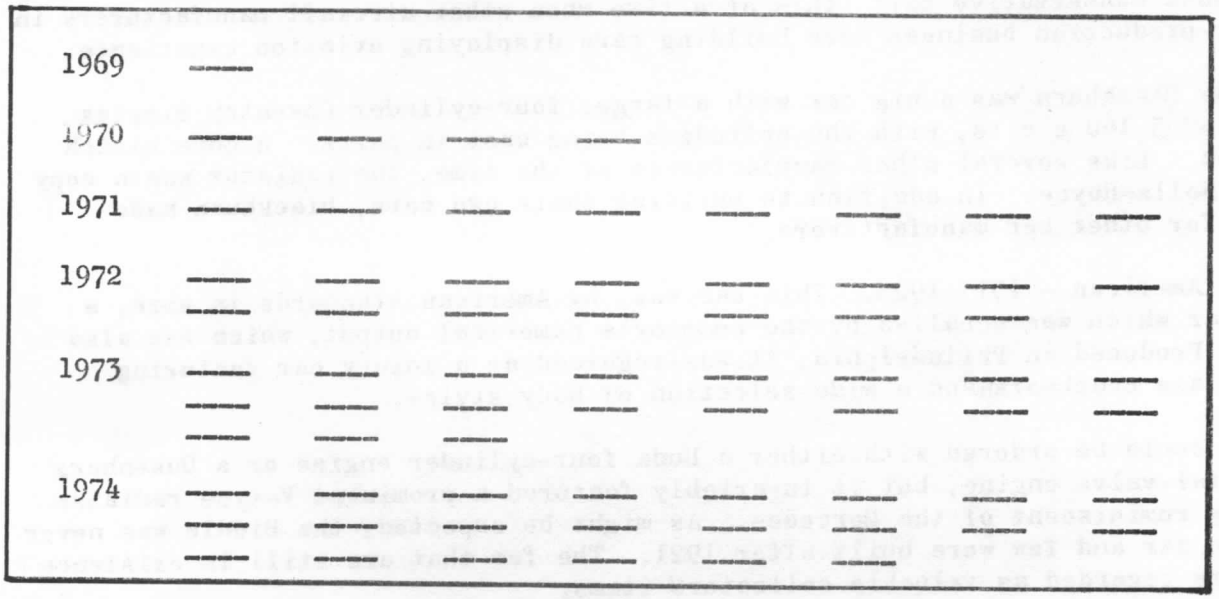
F.N. stopped car production in 1939, although since 1945 some commercial vehicles and motorcycles have been made.

MARQUETTE: American - 1929-1931. In spite of the name, this was an American car, a short-lived marque introduced in 1929 as a small Buick. It had a six-cylinder engine and body styles consisted of a fixed-head business coupé and a saloon, both selling at a fairly low price.

Like other makes of the period, the Marquette was a victim of the Depression, it being withdrawn early in 1931 after fewer than 14,000 cars had been built. It was the only product of the Buick Company to use a side-valve engine and in many respects was very similar to the contemporary Pontiac.

First of all, what does 'LASH' stand for? The answer is 'Lighter Aboard Ship', or 'The loading of entire cargo barges aboard seagoing liners'.

The accompanying chart illustrates the rapid growth of the LASH System, a new concept in the carriage of cargoes by sea. Commencing in 1969 with one ship, the System now operates, or has on order, no less than twenty-two ships trading on six principal routes and representing a huge financial investment. Each stroke in the chart represents one ship.



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m.v."Temple Bar"

The following extract has been taken from a letter written on 3rd December, by Captain J.A. Roberts at Muroran, Japan

"On arrival (at Muroran) I was requested by the Agents to assist the local Customs Officials to celebrate the ninety-ninth Anniversary of the Customs Service in Japan. This required attendance at the Custom House on 29th November, together with Chief Officer MacKay, Chief Engineer Stirling and Catering Officer Mitchell. There our baggage was searched by Chief of Customs for the day, 'Miss Muroran', and this was followed by a visit to exhibits of various raw materials and finished products shipped through the Port of Muroran. Ample TV and press coverage was given to the occasion.

In the group can be seen Chief Officer J. MacKay, Captain J. Roberts and Catering Officer W. Mitchell with 'Miss Muroran' and Port Officials

A JOURNEY TO ST. KILDA.

This is your first trip to St. Kilda, is it? Well, it might help you to fit the pieces together better when you get there if you let me give you a bit of the background to the place. As you probably know, there's a small detachment on the island all through the year to provide radar surveillance of the sea for the Range on South Uist. Yes, it does seem a lot of men to do the job but, when you work out the essential back-up needed for even a small party when working in isolation you'll begin to see why. We'll have a look at all the departments when we arrive and I reckon you'll agree there's no dead wood about. Most of the jobs are filled on a rotational basis by men from the Range who normally spend about six weeks there at a stretch. The O.C. and B.S.M., on the other hand, are posted there for six to nine months with a break for leave in the middle. Most of these blokes on the coach are going there as reliefs. Well, there's our boat, R.C.T.V. "Mull". She's an 800-ton Isles class trawler, built in 1941, and she's been doing this run for fourteen years. Don't be put off by her rugged looks; Henry Cooper's not pretty either! This part of the North Atlantic is never hospitable and the "Mull" has to put up with the worst of the winter weather. She has to take a lot of hammering but, like our 'enry, she comes out on top. She's made the trip so often that I bet if Barney Salisbury, the skipper, let her have her head she'd chug there and back without any help. In the Spring, she leaves station and pops off to Portsmouth to have her annual face-lift. L.C.T.'s take over then and carry on until the Autumn gales tear away the beach on St. Kilda and make it unworkable. Anyway, don't let's stand here in the cold. Come down into the lounge and see if Fergie's made a brew-up yet. We should leave about seven tonight. The crossing takes about twelve hours and by the time we're ready to unload the light and tide will be right. We sail down the Minch, then nip past the Barra Head and out into the open sea. The island's about sixty miles away to the north-west as the crow flies but we have to sail round from the eastern side of South Uist so it's 110 miles as the crow swims. It's going to be too dark to see much, I'm afraid. Not that I'm bothered. I'm a rotten sailor, so as soon as we've had our grub and on Avomine pill, I'm going to get my head down and kip until morning.

There you are, then. That's St. Kilda. And this is Village Bay. We anchor about a mile off-shore in the Bay and wait till the water's right to start unloading. there's much less delay since we had the jetty extended eighty feet last year. Now the boats can work anytime except at really low water. We're in wireless contact with the Sigs. Centre over there and there's a bloke with portable radio telephone on the jetty and they'll tell the "Mull" as soon as they're ready to start unloading. We shall go ashore in the "Puffin". That's it, hanging in the davit. Unusual boat. Specially designed for St. Kilda. She's propelled by a jet of water and she'll carry eight passengers. If it's really rough they send out a Zodiac - that's a rubber dinghy with a 40-h.p. outboard motor. Whichever it is, it's manned by one of our R.T.C. seamen. Ten to one Cookie will be along to lend a hand, though. You can't keep him out of the water, - Rad. Op. B II (Amph.)! The RCT lads are dab-hands at the job - and need to be. When the sea's running high and the wind's in the south-east, the bay really boils. Right! put your life jacket on; it looks as though they're ready to move. Don't worry about your kit - they'll bring it along later. Probably, if you're lucky!

Welcome to St. Kilda. You're now a member of a rather exclusive group; people who've actually set foot on the island. It used to have a native population, of course. In the Great Glen on the other side of the hill there are the remains of pre-historic living places and certainly the Vikings used to pop in here for supplies. It's the Vikings who're supposed to have introduced those odd-looking sheep and this is the only place you'll find them. The last of the St. Kildans left in 1930. You can see the houses where they lived, up there, behind the camp. Their church is still intact and the manse has been neatly built into the new complex. It's the Sergeant's Mess now. Wonder what the old minister would think if he dropped in on a party night. The St. Kildans kept sheep and managed to scratch some sort of crop out of the soil but mainly they depended for their living on the millions of sea birds that breed here. They trapped them and ate their meat and sold their oil and feathers. The island was deserted from 1930 until the R.A.F. arrived and set up a working camp and built the roads in 1957. Since then the Camp has changed beyond recognition.

Three years ago there was a motley collection of Nissen huts and sheds, with one or two more permanent buildings thrown in. They were functional enough but they

certainly weren't beautiful and they were scattered all over the Camp area. On a windy morning you'd have half the Atlantic Ocean down your neck by the time you got to breakfast. Now look at it. Purpose built, modern, compact and interconnect--ing; the buildings fit well into the landscape and they're very comfortable. I'm talking like an estate agent's advertisement but it's not hab-dabbery. It's quite true. We really do have all mod cons. When you're not working you needn't even stick your nose out of doors if the weather's bad, except to drive up to the radar or go down to work the jetty or LCT hard.

Talk about custom-built! You heave yourself out of bed on a Sunday morning, potter down the corridor to the gleaming washrooms and showers, put your dhobi in the washing-machine and, while it's cooking, nip a bit further down the corridor to the 'Puff Inn' (the finest hostelry on the island, run by genial Fred Walker) for a drop of Youngers before lunch. The Dining Hall's not far away and still under cover so you sit down to your roast beef and Yorkshire pudding with dry feet. The food's grand but don't mention Celtic in the Cook Sergeant's hearing or you're liable to get ground glass in your semolina! Then, perhaps, a game of snooker or a little snooze in front of the T.V. and it's tea-time. Before you go, though, you'd better rescue the remains of your laundry! Nice and self-contained, isn't it? Well, I mean - with a building complex like this, who cares if it's blowing a Force 10 out--side? Cost nearly a million, I'm told.

The big building next to the main complex is the new power house. Inside, there are generators that seem big enough to keep Birmingham in electricity and a control console that looks like something out of the Starship Enterprise. It's a bit of a contrast with the old days when the gene ops had to fumble about in the cold and gloom on the $27\frac{1}{2}$ KVA's. Now you sit behind your glass panel and control the Camp by push-button. What a feeling of power! We have a team of eight sappers led by a WOII, who is also the military clerk of works, to run this for us. It's six months unaccompanied service at a stretch for them.

Next door is the Sigs. Centre. We're kept in contact with the rest of civilisa--tion by teleprinter, VHF radio and telephone - and that's where it's all at. By the way, you can make or take private telephone calls in the evening so you needn't feel too cut off. If you do want to make a call, book it in advance with George Walton and he'll do all the rest - except pay! Talking about keeping in touch, we usually get an air-drop of mail each week. A little Piper Aztec aircraft pitches it out, right up there, on the top of Rueval. Mail goes out every fortnight or so on the boat but, if you want to be different, you can try the tin can mail service. Here you seal up the letters in a tin, attach a float, launch and leave the sea to do the rest. Not the quickest (letters have been recovered in Norway) nor the surest method but at least the sea never goes on strike!

The next block up is the REME Workshops. There's a staff of two or three boys and they keep everything from the Vickers tractor to the outboard motors ticking over. The rough roads and salt spray don't make their job any easier and spares can be a problem but we've never yet ground to a shuddering halt. There is a REME Radar Technician who spends most of his working life at the radar set.

Of course, everything's here to keep the radar station in business. You can't see it from here; it's right up at the top of the hill. I'll show you the place if we can cadge a lift. It's only about a mile-and-a-half by road but it's so steep it feels like five times as far as I haven't got my climbing legs yet. That's lucky, it looks as though Gordon Fisher's going up and there's room in his Rover. To give you an idea of the climb it is, there's an island regulation that before you start up the hill you must put your vehicle into four-wheel drive and you're not allowed to knock it back into normal until you're down at the bottom again. I don't know what the gradient is but, if there's any ice or snow about, it's impossible to drive up.

But it's a fair old view once you're up here, isn't it? On a clear day you can see the whole string of the Outer Hebrides (Lewis, Harris and the Uists) and the hills of the west coast of Scotland. There's only one point on the island higher that this and that's Conachair over there. On the far side of it there's a short cut down. Straight down for 1,300 feet! It's the highest cliff in Britain. We're over 1,150 feet up now and when the wind's blowing it feels like it. But, if you're going to keep a lookout there's no better place than this.

And this is the building where we do it. I know it looks a bit like a younger edition of the Brighton Pavilion but don't be misled - it's purely functional. The Radome is to protect the scanner from wind and weather. It's twenty-four feet in diameter, made up of a hundred fibre-glass panels of geodetic design so that if any of the panels break, the rest of the structure still holds together. Come and look inside. The set's a new Plessey AR 1, 5-band with a range of a hundred miles. When we're working there are two operators and technician here and they're in telephone contact with the Sigs. Centre. Quite a comfortable little set-up, isn't it? And over there is the holy of holies. The brewing-up room. We'd better go. There's still a lot to show you. You haven't seen the MRS (run by two Medic NCO's, one an SRN) or our Works Services department (plumber, carpenter and electrician - all Sappers) or our Cooks and Pioneers at work. But it's lunch-time and I'm thirsty after all that talking so the rest will have to wait. Still, I hope you've seen enough to convince you that this is a well set-up little outfit and that all our eight cap badges are needed to keep it ticking over happily and efficiently.

Well, there's the "Mull" vanishing over the horizon. We're on our own for the next fortnight. Now you'll begin to find out if I was right. I'll have a pint, thanks.

The foregoing article first appeared in the August, 1971 edition of Gunner, the magazine of the Royal Artillery, and we are obliged to the Editor, Lieut. Col. D.F. Ryan, R.A., for permission to reprint it in TRIAD.

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Hopes Dashed, Dash It!

Those closely involved with the production of TRIAD experienced a sudden thrill of self-satisfaction when reading the Financial Times of January 21st, 1971. There, for all to see, was the prominent headline 'Triad', by Andrew Porter. At last! after years of effort, we'd apparently made it into the august columns of the Financial Times! With ill-disguised and pleasurable anticipation we started reading to find out what Mr. Porter had to say and the squelch of disappointment was real and acute when the truth dawned - he was not writing about our journal at all, but about a new ballet, by Kenneth MacMillan, which had been danced for the first time on the 19th January at Covent Garden.

Heigh-ho! so we continue to struggle on in comparative anonymity, trying to derive a crumb of comfort in our despondency from the only comment in Mr. Porter's article which might, hopefully, be applicable to TRIAD (ours). This was : 'It was warmly acclaimed'!

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In the article 'There's 199,000 Tons Right Behind You', by W.L.D. Bayley, which appeared in the last number of TRIAD (No. 13, Autumn, 1971) we omitted to mention that, in addition to being a member of the Inward Pilot Service at Southampton, Mr. Bayley also acts as Editorial Consultant to Safety at Sea International and is a member of the National Technical Committee of the United Kingdom Pilots' Association, having special responsibility for pilot ladders, pilot hoists and bridge design.

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The weekly publication SECRETS ('The magazine with the Top Ten Stories'!) runs a correspondence page and any correspondent who succeeds in having their letter published receives a prize of a set of stainless steel fruit spoons, a stainless steel dish or a cheese-board.

The 18th December, 1971 edition of SECRETS included a letter written by Mrs. T. Coyle who, as readers will know, is the lady who regularly saves us from developing a thirst by being in charge of the Office beverage machines. Accordingly, Mrs. Coyle received a stainless steel dish. Here is her letter :

Fire Risk

I'm sixty-five and work in an office serving tea and coffee. Recently there was a fire in the room which houses the vending machines. Shortly afterwards I came across two strange men smoking in that very room.

"Don't you know there's been a fire in here?" I said sternly.

"That's all right", they replied, "We're fire prevention officers".

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Some Old Ship News

The following reports appeared in recent numbers of Marine News, the journal of the World Ship Society :

"Iris" ex "Arbon" 1963, ex "Rhaetia" 1961, ex "Baron Dunmore" 1958.
Sold by Irismar, S.A., Liberia, to Brodospas and arrived at Split, Yugoslavia, during September, 1971 for breaking-up.
The ship was built in 1933 by D. & W. Henderson & Co. Ltd., Glasgow, and was fitted with one three-cylinder steam engine developing 249 NHP built by D. Rowan & Co. Ltd., Glasgow. Her dimensions were 365.3' x 51.7' x 23.4' and tonnages 3938 G.R.T. and 2363 N.R.T.

"Hariet" ex "Blue Dolphin", ex "Cape Rodney". Owned latterly by Hariet Eidiki Anonymos Naftiliaki Etairia (c/o A. Haleconsis Shipping Ltd., London) sold to Chinese shipbreakers.

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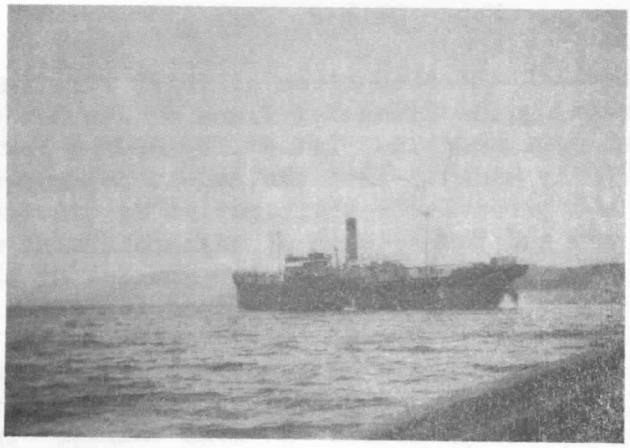
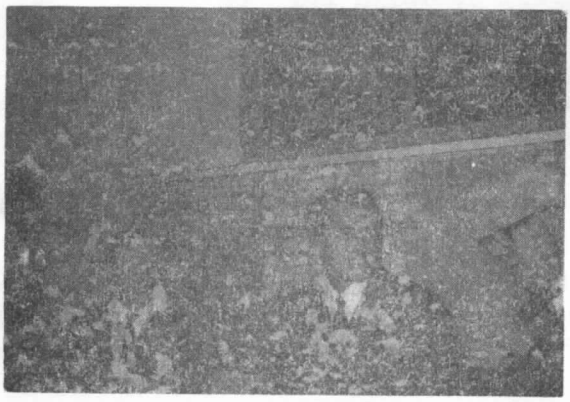
The accompanying photograph is of s.s."Baron Carnegie" and was taken by Mr. J.P. Agnew when the ship was on her Trial Trip in 1925.
The "Baron Carnegie" was built by Dunlop, Bremner & Co. Ltd., Port Glasgow, for the Kelvin Shipping Co. Ltd., and her gross and nett tonnages were respectively 3178 and 1904.
On 11th June, 1941 she was attacked by torpedo-carrying aircraft about fifteen miles off St. David's Head and twenty-five of her crew were lost. An attempt was made to tow her into port but she sank whilst under tow.



s.s."Baron Carnegie"



A photograph of Captain Hugh Bryson, centre, with Mr. R. Morrison, left, and Captain D. Taylor, right, taken during Captain Bryson's visit to the Office in January.
He was on leave from Singapore, where he is a Director of Singapore Adjusters

QUIZ ANSWERS

1. Russia.
2. The Sturt Desert Pea - a red and black wild flower.
3. A garden herb used for flavouring salads, etc.
4. Nevil Shute.
5. It is part of the railway signalling system whereby only one train at a time is permitted to enter a section, or block.
6. In Germany, in 1912.
7. It is another name for Auckland, New Zealand. It is, in fact, the Maori version of the English name. The city was named after Lord Auckland who, in his time, had been Viceroy of India and First Lord of the Admiralty.
8. The Dodo, which was found in the Island of Mauritius.
9. Admiral Doenitz, in 1945.
10. Royal Institute of British Architects.
11. Alice was the name of the wife of the civil engineer who was responsible for the building of the railway north from Adelaide to Alice Springs about 100 years ago.
12. November, 1972.
13. The Kissing Marathon, and the world record is 30 hours, 27 minutes!
14. President Sadat.
15. A tropical storm which occurs in north-western Australia.
16. The Riksdag.
17. Persia.
18. You could either wear it (it is a type of coat) or sit on it (it is also a form of sofa).
19. 1948.
20. The trans-Australian highway which runs north to south across Australia.

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CROSSWORD SOLUTION

Across			Down		
	1.	Imagination		1.	In
	6.	Rational		2.	Apartment
	9.	Lap		3.	Illmannered
	11.	Art		4.	Nil
	12.	Tiara		5.	Maple
	14.	Mar		7.	Introducing
	15.	Need		8.	Near
	17.	Enid		10.	Tate
	19.	Emu		13.	Debutante
	21.	Upper		16.	Glad
	22.	Tea		18.	Epic
	23.	Sag		20.	Oasis
	25.	Incident		24.	Gas
	26.	Signwriters			

P E R S O N N E L
AS AT 7TH FEBRUARY, 1971.

M.V. "BARON CAWDOR".

Master	G. Downie.
Chief Officer	W. Fleming.
Chief Officer	P. Montgomery.
2nd Officer	R. Duncan.
Radio Officer	J. McDonagh.
Chief Engineer	M. Porterfield.
2nd Engineer	I. Sayers.
3rd Engineer	K. Graham.
4th Engineer	N. Rowan.
4th Engineer	E. Clark.
Junior Engineer	S. Haynes.
Electrician	G. Andrews.
Catering Officer	J. Blair.

M.V. "BARON DUNMORE".

Master	J. Jones.
Chief Officer	J. Jenkinson.
2nd Officer	N. Clarke.
3rd Officer	R. Stevenson.
Radio Officer	M. Cairney.
Radio Officer	A. McLeod.
Chief Engineer	J. Loughran.
2nd Engineer	A. Millar.
3rd Engineer	J. Blackwood.
4th Engineer	A. Murray.
4th Engineer	G. Leith.
Junior Engineer	A. Bolton.
Electrician	J. Matheson.
Catering Officer	E. Trotter.
2nd Steward	J. McMahon.
Bosun	M. Horreh.
Nav. Cadet	M. Barrington.
Nav. Cadet	D. Fenton.
Nav. Cadet	E. Moodie.

M.V. "CAPE FRANKLIN".

Master	C. Mallett.
Chief Officer	A. Weir.
2nd Officer	L. Gilhooly.
3rd Officer	J. Callan.
Radio Officer	C. Ritchie.
Chief Engineer	A. Cameron.
2nd Engineer	J. Sutherland.
3rd Engineer	R. Porteous.
4th Engineer	F. Harris.
Junior Engineer	E. Holdsworth.
Junior Engineer	G. McRea.
Electrician	W. Thomson.
Catering Officer	H. Martin.
Chief Cook	E. McLaughlin.
Carpenter	F. Dixon.

M.V. "CAPE CLEAR".

Master	I. Barclay.
Chief Officer	B. Lawson.
2nd Officer	T. Upson.
3rd Officer	A. Maxwell.
Radio Officer	D. Hynd.
Chief Engineer	G. Rowe.
2nd Engineer	G. Stevenson.
3rd Engineer	W. Johnston.
3rd Engineer	B. Carmichael.
4th Engineer	J. Thornton.
4th Engineer	W. Muirhead.
Junior Engineer	R. Lawrie.
Electrician	G. Rowe.
Catering Officer	R. Loadwick.

M.V. "BARON FORBES".

Master	G. Anderson.
Chief Officer	W. Kean.
2nd Officer	J. Melville.
3rd Officer	J. Philips.
Radio Officer	J. Gray.
Chief Engineer	N. Ogilvie.
2nd Engineer	B. Sharp.
3rd Engineer	J. Stone.
3rd Engineer	A. McKinlay.
4th Engineer	W. Green.
Junior Engineer	M. Law.
Electrician	L. Judd.
Catering Officer	P. Coles.
Assistant Steward	L. Phillips.
2nd Steward	A. McCloskey.
Chief Cook	C. Cheetham.
E.R.S.	M. Hussein Hersi.
Nav. Cadet	J. Wolstenholme.
Nav. Cadet	D. Smith.

M.V. "CAPE HOWE".

Master	C. Strachan.
Chief Officer	J. McNeill.
2nd Officer	I. Robertson.
3rd Officer	R. Richardson.
Radio Officer	D. Poole.
Chief Engineer	J. Dawson.
2nd Engineer	J. Riddle.
3rd Engineer	R. Elniss.
4th Engineer	N. Ramsay.
Junior Engineer	D. Reid.
Junior Engineer	J. Welsh.
Junior Engineer	R. Walker.
Electrician	W. Lothian.
Catering Officer	T. Evans.
2nd Steward	R. Van-Mock.
Chief Cook	R. Diamond.
Bosun	G. Williams.
Nav. Cadet	C. Hurst.

M.V. "CAPE NELSON".

Master	A. Hunter.
Chief Officer	J. McKellar.
2nd Officer	I. McLean.
2nd Officer	P. Wood.
Radio Officer	L. Cameron.
Chief Engineer	A. Lounie.
2nd Engineer	P. Joyce.
3rd Engineer	R. Kennedy.
4th Engineer	G. Cree.
Junior Engineer	D. Laird.
Junior Engineer	H. You.
Junior Engineer	W. Keady.
Electrician	L. Hunter.
Catering Officer	J. Weir.
Bosun	P. McPhee.
Carpenter	A. Koks.

M.V. "CAPE ST VINCENT".

Master	J. Tattersall.
Chief Officer	A. Dickie.
2nd Officer	N. Battersby.
3rd Officer	A. Riley.
Radio Officer	D. Roche.
Chief Engineer	T. McGhee.
2nf Engineer	J. Doyle.
3rd Engineer	A. Morrison.
4th Engineer	D. Walker.
Electrician	I. MacKinnon.
2nd Electrician	J. Campbell.
Catering Officer	J. Campbell.
Nav. Cadet	P. Ritchie.
Nav. Cadet	I. MacKay.

M.V. "CAPE YORK".

Master	T. Edge.
Chief Officer	F. Pearson.
2nd Officer	M. Carroll.
3rd Officer	H. Hanna.
Radio Officer	R. Sambrook.
Chief Engineer	F. Young.
2nd Engineer	K. Mallory.
3rd Engineer	R. Dempster.
3rd Engineer	M. Currey.
4th Engineer	C. Westland.
Junior Engineer	W. Kearney.
Electrician	R. Knight.
Catering Officer	J. Hotchin.
Chief Cook	T. Costello.
Nav. Cadet	D. Fitzpatrick.

M.V. "CAPE SABLE".

Master	T. Baker.
Chief Officer	G. Cullen.
2nd Officer	J. Henderson.
3rd Officer	G. Cunningham.
Radio Officer	P. Evans.
Chief Engineer	J. Cochrane.
2nd Engineer	G. Carter.
3rd Engineer	A. Dias.
3rd Engineer	J. Mathews.
4th Engineer	G. Ramshaw.
Junior Engineer	T. May.
Electrician	J. Gallacher.
Chief Steward	J. Drury.
2nd Steward	E. Kelly.
Assistant Steward	A. MacPhail.
Chief Cook	K. MacKay.
E.R.S.	A. Abdi.
Nav. Cadet	D. Bramham.
Nav. Cadet	R. Abercrombie.
Nav. Cadet	D. MacKenzie.

M.V. "CAPE WRATH".

Master	G. Towers.
Chief Officer	P. Richardson.
2nd Officer	P. Flynn.
3rd Officer	D. Lunn.
Radio Officer	C. Page.
Chief Engineer	D. Chalmers.
Chief Engineer	W. Hughes.
3rd Engineer	A. Gartside.
4th Engineer	D. Bremner.
4th Engineer	T. Connor.
Junior Engineer	B. Hilland.
Electrician	M. Martin.
Chief Steward	A. Randle.

M.V. "TEMPLE ARCH".

Master	P. Hall.
Chief Officer	A. Peebles.
2nd Officer	D. Veitch.
3rd Officer	J. MacDonald.
Radio Officer	M. Cumming.
Chief Engineer	W. Moore.
Chief Engineer	R. Taylor.
2nd Engineer	W. Wallace.
3rd Engineer	R. Liddell.
4th Engineer	J. Russell.
4th Engineer	G. Clement.
Electrician	J. Wightman.
Electrician	A. Dowsett.
Catering Officer	W. Gray.
G.P. Steward	J. Sutherland.
G.P. Cook	J. Ridgeway.
C.P. Catering Boy	K. Brooks.
C.P. Catering Boy	S. Evans.
C.P.O.	M. MacNeil
G.P.1	T. Nicol.
G.P.1	D. Peterkin.
G.P.1	R. McLaren.
G.P.1	D. Gilchrist.
G.P.1	D. Ferguson.
G.P.1	W. Taylor.
G.P.1	J. Scott.
G.P.1	J. Smith.
G.P.1	P. Owers.
Nav. Cadet	I. Waters.

PERSONNEL
(Cont'd)

M.V. "BARON RENFREW".

Master	I. Tyrrell.
Chief Officer	M. Kelly.
2nd Officer	C. McDonald.
2nd Officer	J. Johnston.
Radio Officer	R. Faulds.
Chief Engineer	R. Hartley.
2nd Engineer	C. McCrae.
3rd Engineer	G. Law.
4th Engineer	D. Carmichael.
4th Engineer	J. Aspden.
Electrician	R. McIntosh.
Catering Officer	A. Sisi.
G.P. Steward	M. Glendinning.
G.P. Cook	G. Dunn.
G.P. Catering Boy	P. Mawston.
G.P. Catering Boy	M. Reed.
G.P. Deck Boy	T. MacKay.
C.P.O.	D. Budd.
G.P.1	A. Campbell.
G.P.1	J. Somers-Haris.
G.P.1	E. Mortlock.
G.P.1	P. Campbell.
G.P.1	C. Skelton.
G.P.1	J. Enright.
G.P.1	W. Camber.
P.O.	D. Ferguson.
Nav. Cadet	J. MacArthur.

M.V. "CAPE HORN".

Master	J. Macnab.
Chief Officer	G. Roger.
2nd Officer	I. Herbert.
3rd Officer	A. Matthews.
Radio Officer	D. Gudgeon.
Chief Engineer	J. Allan.
2nd Engineer	D. Anderson.
3rd Engineer	C. Richardson.
3rd Engineer	J. Eckersley.
Electrician	G. Rutherford.
Catering Officer	R. Cathcart.
G.P. Steward	J. Whitton.
G.P. Cook	W. Thomson.
G.P. Catering Boy	J. O'Leary.
G.P. Catering Boy	C. Hampton.
C.P.O.	M. Williams.
G.P.1	J. MacKinnon.
G.P.1	B. Mahoney.
G.P.L	C. Kirkcaldy.
G.P.1	R. Moore.
G.P.1	T. Murphy.
G.P.1	R. Johnson.
G.P.1	J. White.
P.O.	T. McQuade.
Deck Boy	P. MacAllister.
Nav. Cadet	E. Henderson.
Nav. Cadet	D. Morrison.

M.V. "BARON ARDROSSAN".

Master	F. Dalby.
Chief Officer	P. Cooney.
2nd Officer	J. Houston.
3rd Officer	C. Pyper.
Radio Officer	M. Bird.
Chief Engineer	B. Denmark.
Chief Engineer	M. Jones.
2nd Engineer	W. Renton.
3rd Engineer	R. MacRae.
3rd Engineer	I. Andrews.
4th Engineer	D. Livingstone.
Electrician	D. McLellan.
Catering Officer	A. McGill.
G.P. Steward	B. Sinclair.
G.P. Cook	J. Cassidy.
C.P. Catering Boy	N. Gardiner.
C.P. Catering Boy	J. Brown.
G.P.1	D. Thornton.
G.P.1	M. Wisher.
G.P.1	J. Sutherland.
G.P.1	R. Laing.
G.P.1	I. MacMillan.
G.P.1	M. MacInnes.
G.P.1	S. Mykytyn.
G.P.1	I. MacKenzie.
P.O.	T. Kelly.
Nav. Cadet	M. MacRae.
Nav. Cadet	J. Allan.

M.V. "CAPE RACE".

Master	C. MacLean.
Chief Officer	R. Gavine.
2nd Officer	M. Roche.
3rd Officer	W. Finnie.
3rd Officer	B. Ellis.
Radio Officer	N. Smith.
Radio Officer	R. Boatman.
Chief Engineer	D. McLeod.
2nd Engineer	I. Procter.
3rd Engineer	T. McLaughlin.
3rd Engineer	A. Cortopassi.
4th Engineer	A. MacMillan.
Electrician	J. MacKay.
Chief Steward	H. Scollay.
G.P. Steward	W Yan
G.P. Cook.	J. David.
G.P. Catering Boy	R. Daniels.
G.P. Catering Boy	K. Stewart.
C.P.O.	L. Ali.
G.P.1	V. Straher.
G.P.1	D. Lochinvar.
G.P.1	D. Sydney.
G.P.1	W. Gill.
G.P.1	W. Barker.
G.P.2	I. Hamilton.
G.P.2	J. Charle.
P.O.	W. Bayce.
P.O.	D. Taylor.
Nav. Cadet	M. Garey.

PERSONNEL
(Cont'd)

M.V. "BARON BELHAVEN".

Master	D. Innes.
Chief Officer	J. Jennings.
2nd Officer	R. Cameron.
3rd Officer	R. MacKenzie.
Radio Officer	J. Chamberlain.
Chief Engineer	W. Saddler.
3rd Engineer	H. Lloyd.
3rd Engineer	W. Veitch.
4th Engineer	C. Greig.
Electrician	A. Fanning.
Catering Officer	J. McDonald.
G.P. Steward	J. Henry.
G.P. Cook	F. Scotland.
G.P. Catering Boy	D. Ross.
G.P. Catering Boy	D. Breedy.
G.P.1	F. Bryan.
G.P.1	A. Egbert.
G.P.1	A. Other.
G.P.1	O. Other.
G.P.2	P. Robinson.
G.P.2	C. Kitt.
P.O.	C. Major.
P.O.	J. Charle.
Nav. Cadet	C. Downie.
Nav. Cadet	N. Smith.

M.V. "BARON INCHCAPE".

Master	K. Dootson.
Chief Officer	W. Greatorex.
2nd Officer	J. Wood.
3rd Officer	J. Coombe.
Radio Officer	W. McLeod.
Chief Engineer	W. Anderson.
2nd Engineer	T. Joyce.
3rd Engineer	I. Campbell.
3rd Engineer	H. MacPhail.
Electrician	R. Walmsley.
Catering Officer	M. Watters.
G.P. Steward	M. Treaner.
G.P. Cook	J. Dreiman.
G.P. Catering Boy	B. Irvine.
G.P. Catering Boy	C. Clancy.
C.P.O.	J. Heckles.
G.P.1	D. Smart.
G.P.1	G. McBride.
G.P.1	S. Moore.
G.P.1	D. MacLachlan.
G.P.1	H. Sabiston.
G.P.1	R. MacLeod.
G.P.1	H. Nicolson.
P.O.	W. Stevenson.
Nav. Cadet	T. Sloan.
Nav. Cadet	A. Potter.
Eng. Cadet	S. Beeley.

M.V. "TEMPLE BAR".

Master	J. Roberts.
Chief Officer	J. McKay.
2nd Officer	G. Dobbie.
3rd Officer	J. Gillespie.
Radio Officer	E. Miller.
Chief Engineer	D. Stirling.
2nd Engineer	J. Gilmartin.
3rd Engineer	J. Holden.
4th Engineer	J. Kelly.
4th Engineer	T. Orr.
Electrician	W. Hornshaw.
Catering Officer	W. Mitchell.
G.P. Steward	S. Appleton.
G.P. Cook	T. Joyce.
G.P. Catering Boy	M. Robinson.
G.P. Catering Boy	D. Sinclair.
C.P.O.	D. McMahon.
G.P.1	K. Neale.
G.P.1	D. Murray.
G.P.1	V. Conway.
G.P.L	M. Dingwall.
G.P.1	T. Shave.
G.P.1	G. Brown.
P.O.	W. Cox.
Nav. Cadet	M. Arden.
Nav. Cadet	D. MacLeod.

M.V. "BARON MACLAY".

Master	S. Readman.
Chief Officer	D. Morris.
2nd Officer	D. White.
3rd Officer	J. Hood.
Radio Officer	D. Wilson.
Chief Engineer	A. Metcalf.
2nd Engineer	T. Campbell.
3rd Engineer	A. Beaton.
3rd Engineer	J. Campbell.
4th Engineer	C. Tyre.
Electrician	A. MacNeill.
Catering Officer	J. Smith.
G.P. Steward	A. McIver.
G.P. Cook	J. Smith.
G.P. Catering Boy	I. Milne.
G.P. Catering Boy	E. Anderson.
G.P. Deck Boy	B. MacKinnon.
C.P.O.	P. Whyte.
G.P.1	R. MacLean.
G.P.1	D. Carmichael.
G.P.1	S. Hornshaw.
G.P.1	J. Russell.
G.P.1	W. Bryce.
G.P.1	T. McKinnon.
G.P.1	S. Round.
G.P.1	J. Betty.
P.O.	F. Courtney.
Nav. Cadet	J. Dobson.

M.V. "CAPE HAWKE".

Master	W. Warden.
Chief Officer	D. Taylor.
2nd Officer	P. Brooks.
3rd Officer	R. Reid.
Radio Officer	M. Thomas.
Chief Engineer	W. White.
2nd Engineer	G. McEwen.
3rd Engineer	A. Harbinson.
4th Engineer	R. Wilson.
Junior Engineer	E. Moffat.
Electrician	J. Leiper.
Catering Officer	J. Clancy.
G.P. Steward	J. Harrison.
G.P. Cook	A. MacCallum.
G.P. Catering Boy	J. MacPhail.
G.P. Catering Boy	J. Chilton.
C.P.O.	J. McFarlane.
G.P.1	J. Bailey.
G.P.1	D. Lea.
G.P.1	D. MacDonald.
G.P.1	A. MacLeod.
G.P.1	J. Flockhart.
G.P.1	J. Morrison.
G.P.3	P. King.
P.O.	M. Rowland.
Nav. Cadet	G. Scott.
Nav. Cadet	D. Gordon.

M.V. "CAPE GRAFTON".

Master	D. Sinclair.
Chief Officer	W. Andersen.
2nd Officer	J. Niblock.
3rd Officer	J. Anderson.
Radio Officer	D. McLeod.
Chief Engineer	D. Deans.
2nd Engineer	M. Martin.
3rd Engineer	J. Mair.
3rd Engineer	I. Kennedy.
4th Engineer	W. Drennan.
Electrician	G. Horwood.
Catering Officer	J. Smith.
G.P. Steward	J. McGarvey.
G.P. Cook	S. Phillips.
G.P. Catering Boy	S. Peebles.
G.P. Catering Boy	J. Nitkowski.
C.P.O.	T. Meech.
G.P.1	A. Picken.
G.P.1	P. Winning.
G.P.1	S. Buchanan.
G.P.1	E. Smart.
G.P.1	J. Russell.
G.P.1	R. Meechan.
G.P.1	A. MacKenzie.
P.O.	I. Gibbs.
Nav. Cadet	A. Allan.
Nav. Cadet	T. Dunlop.

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AWAITING APPOINTMENT

2nd Officer	N. Brewer.
3rd Officer	P. Smart.
3rd Officer	J. Gibson.
Chief Engineer	R. Durbin.
4th Engineer	B. Corless.
G.P. Cook	W. Mitchell.
C.P.O.	C. Berriman.
G.P.2	G. MacCrae.
Nav. Cadet	M. Twell.
Nav. Cadet	G. Shearer.
Eng. Cadet	J. Watson.

ON LEAVE

Master	A.M. Fraser.
Master	D. Gordon.
Master	J. Hetherington.
Master	A. Sutherland.
Master	A. Davie.
Chief Officer	L. Hocking.
Chief Officer	A. McLeod.
Chief Officer	J. Peterson.
Chief Officer	I, Taylor.
Chief Officer	G. McGregor.
Chief Officer	M. Murray.
Chief Officer	I. Wemyss.
2nd Officer	P. Dyson.
2nd Officer	P. MacKay.
2nd Officer	A. Michie.
2nd Officer	T. Walker.
2nd Officer	D. Coe.
2nd Officer	S. Wright.
2nd Officer	M. Andrew.
3rd Officer	A. MacDonald.

ON LEAVE

3rd Officer	J. Malcolm.
3rd Officer	A. Lanfear.
3rd Officer	C. Stephenson.
3rd Officer	M. Beeley.
Radio Officer	B. Breslin.
Radio Officer	J. Thomson.
Radio Officer	C. Houston.
Radio Officer	G. Walker.
Radio Officer	P. Jennison.
Radio Officer	F. McNulty.
Chief Engineer	A. Alexander.
Chief Engineer	W. Kinnear.
Chief Engineer	K. Malhotra.
Chief Engineer	J. Crosby.
Chief Engineer	T. Dickinson.
Chief Engineer	J. McKay.
Chief Engineer	A. Smith.
2nd Engineer	D. Smart.
2nd Engineer	T. Carmichael.
2nd Engineer	J. O'Hara.
2nd Engineer	D. Pennie.
2nd Engineer	I. Munro.
3rd Engineer	J. Riddell.
3rd Engineer	D. Dunlop.
3rd Engineer	W. Hughes.
3rd Engineer	J. Milne.
3rd Engineer	R. Smillie.
3rd Engineer	J. McNeill.
3rd Engineer	J. Hannigan.
3rd Engineer	I. MacRury.
3rd Engineer	W. Watson.
3rd Engineer	E. MacLeod.
4th Engineer	T. Stafford.

(Cont'd)

ON LEAVE

4th Engineer	D. Abernethy.
4th Engineer	T. Brankin.
4th Engineer	J. McCue.
4th Engineer	M. Pow.
4th Engineer	M. Jacob.
4th Engineer	P. Hopley.
Junior Engineer	D. Patterson.
Junior Engineer	H. Kennan.
Junior Engineer	T. Stokes.
Junior Engineer	G. McPherson.
Junior Engineer	D. Wild.
Electrician	B. Martin.
Electrician	B. Hallas.
Electrician	J. Jolly.
Electrician	J. Monaghan.
Catering Officer	G. Daddy.
Catering Officer	E. Hutter.
Catering Officer	I. McDonald.
Catering Officer	R. Sherriff.
Catering Officer	J. Steventon.
Catering Officer	J. Rossiter.
G.P. Steward	M. Radford.
G.P. Cook	C. Sturdy.
G.P. Cook	T. Jones.
G.P. Catering Boy	J. McClory.
G.P. Catering Boy	J. McDermott.
G.P. Catering Boy	J. Hanna.
G.P. Catering Boy	L. Jeffrey.
C.P.O.	P. Sharman.
G.P.1	J. Adams.
G.P.1	R. Welsh.
G.P.1	M. McPhee.
G.P.1	E. Carlin.
G.P.1	J. McNab.
G.P.1	I. Jameson.
G.P.1	G. Baldwin.
G.P.1	R. Yarnton.
P.O.	R. Rafter.
P.O.	J. Young.
P.O.	P. Donaldson.
2nd Steward	V. Bettis.
2nd Steward	E. Crosby.
2nd Steward	C. MacLeod.
Assist. Steward	W. Ellis.
Assist. Steward	F. Dawson.
2nd Cook & Baker	A. Paterson.
2nd Cook & Baker	J. MacKinnon.
Catering Boy	W. Bates.
Catering Boy	A. Ball.
Messman	M. Jama.
Bosun	D. Elmi.
A.B.	I. Ali.
A.B.	T. Oxendale.
A.B.	R. Dawson.
E.D.H.	R. Joules.
E.R.S.	M. Sulleman.
Donkey Greaser	M. Ali.
Donkey Greaser	M. Jeir.
Donkey Greaser	O. Omar.
Nav. Cadet	D. Johnston.
Nav. Cadet	W. McKie.
Nav. Cadet	N. MacKenzie.
Nav. Cadet	G. Adams.
Nav. Cadet	K. MacAulay.

STUDY LEAVE

Radio Officer	A. Stewart.
Electrician	J. McMillan.
Electrician	H. Buchanan.
G.P. Steward	T. Meharry.
2nd Cook & Baker	J. Brown.
Chief Officer	P. Fenwick.
2nd Mate	J. Purdon.
2nd Mate	M. Smith.
2nd Mate	A. Neil.
3rd Mate	G. Copley.
3rd Mate	D. Brannan.
3rd Mate	R. Mullen.
3rd Mate	A. Latty.
3rd Mate	R. Kincaid.
3rd Mate	J. Paget.
Nav. Cadet	R. Wiggans.
2nd Engineer	D. Wright.
2nd Engineer	J. Ashcroft.
3rd Engineer	J. Walkden.
3rd Engineer	D. Drummond.
3rd Engineer	J. Cummings.
4th Engineer	D. Morrison.

SICK LEAVE

Master	A. Milne.
Radio Officer	C. Adamson.
Chief Engineer	W. Carrigan.
2nd Engineer	H. Ostermann.
2nd Engineer	R. Allen.
3rd Engineer	A. Millar.
4th Engineer	R. Jeffrey.
G.P.1	J. Challis.
2nd Cook & Baker	S. Bromwich.
Catering Boy	S. Adamson.
Nav. Cadet	A. Walker.
C.P.O.	J. McCormack.

TRAINING

Nav. Cadet	J. Croy.
Nav. Cadet	S. Hall.
Nav. Cadet	N. Wilson.
Nav. Cadet	D. Rutter.
Nav. Cadet	H. Watson.
Nav. Cadet	A. Logan.
Nav. Cadet	R. MacLeod.
Nav. Cadet	P. Brennan.
Eng. Cadet	A. Samuel.
Eng. Cadet	A. Hyslop.
Eng. Cadet	D. Hardie.
Eng. Cadet	R. Taylor.
Eng. Cadet	J. Begg.
Eng. Cadet	D. Bell.
Eng. Cadet	F. Drever.
Eng. Cadet	D. Miller.
Eng. Cadet	P. Broers.
Eng. Cadet	I. Rennie.
Eng. Cadet	W. Sewell.
Eng. Cadet	R. Adcock.
Eng. Cadet	J. Lucas.
Eng. Cadet	G. Douglas.
Eng. Cadet	E. Graham.
Eng. Cadet	G. Blackwood.
Eng. Cadet	J. Love.
Eng. Cadet	P. Gray.

PERSONNEL
(Cont'd)

TRAINING

Eng. Cadet	A. Starrs.
Nav. Cadet	P. Powell.
Radio Officer	P. Murray.
Catering Officer	T. Robson.
2nd Engineer	W. Adamson.

C O N T R A C T.

There has been little change in the market conditions which have lately been adversely affecting the industry. The significance of this can be measured by the increase in tonnage being withdrawn from service to be laid-up. The figure currently being quoted for dry cargo tonnage is in the region of 1,750,000 gross tons.

At this time of the year we can normally look forward to an increase in the volume of business but, due to the mild winter conditions so far in Europe, even this has not materialised. Unfortunately, in the short term the signs are not encouraging and the present trend could be with us for a great part of 1972. We have experienced similar market conditions in the past but, because of the high cost of operating present-day ships, we probably have not had a more difficult task set before us. With so many vessels chasing so few cargoes, Charterers can afford to be very fussy when selecting a vessel to carry their cargo and, consequently, in these difficult times it is all the more important to convince Charterers that we have the best there is available.

As mentioned in the Editorial, in December the "CAPE GRAFTON" and the "BARON MACLAY" entered service. The supplying of crews for these new ships, together with crew changes on a further six vessels - all around the Christmas period - provided the Personnel Department Staff with an excellent opportunity to exhibit their initiative, as well as giving them a few headaches and sleepless nights. We wish to thank all the Officers who co-operated so well during this difficult period; both those who joined ships just prior to the festive season and others who had requested relief but in the event had to remain on board. We know that you appreciate the circumstances as we appreciate your co-operation.

An Officers' Handbook designed to give general information relative to Company Service Contract Conditions for Officers has been produced. Copies will be distributed within the next few weeks.

Officers are encouraged to maintain a high standard of personal appearance in terms of dress on board ship. This is particularly important in certain parts of the accommodation such as the Saloon, the Smoke-room, the Bar and on the Bridge. A good Company image can also be achieved when ships are in port.

Some copies of our new advertising leaflet are being sent to each ship for your information. We trust that these will assist in our future recruitment programme.

Company plaques with the ship's name are still available at the usual price of £2.50. Anyone interested should contact Mr. D. Border, the Catering Superintendent.

Finally, it remains a priority that all our Officers should do everything within their power to ensure the continuing competitivness of our fleet.