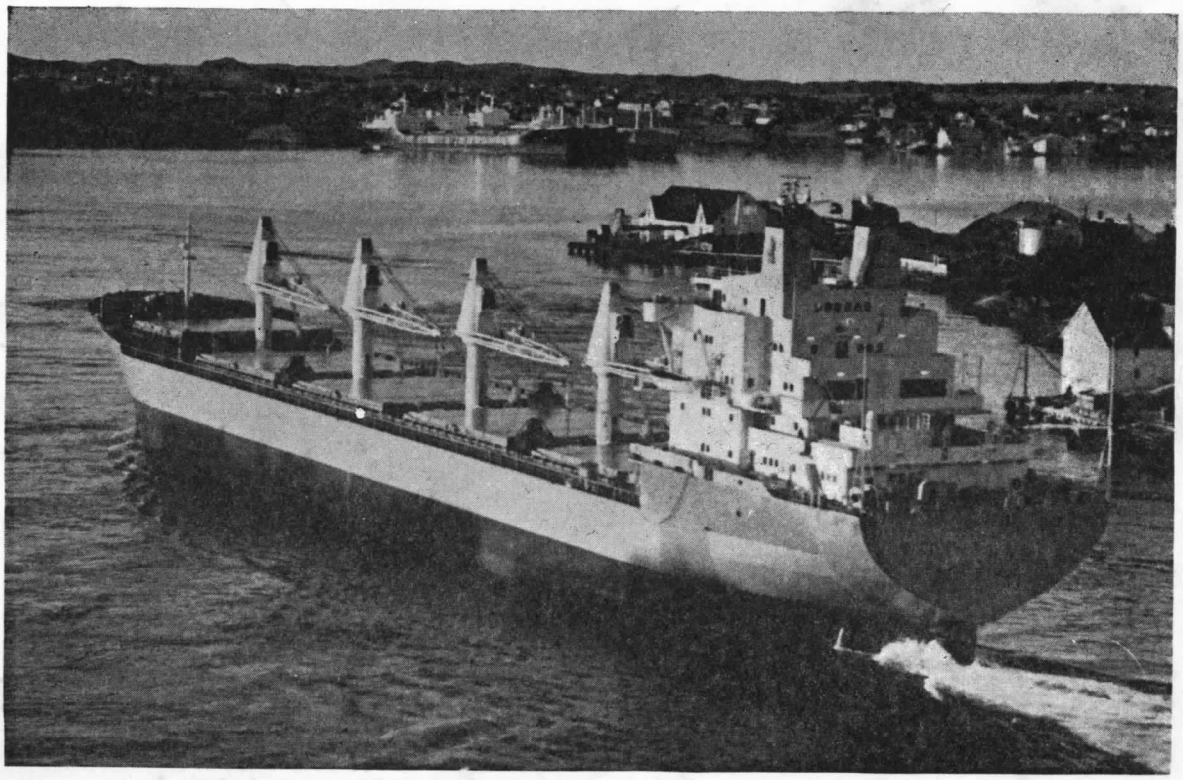
TRIAD

JOURNAL OF

Scottish Ship Management Limited



M.V. "TEMPLE INN"

No. 15 SPRING 1972

EDITORIAL

The present freight market depression shows little sign of improvement and owners are now resigned to a continuation of this difficult period for some time to come. Meanwhile, ships trade at a loss which sometimes reaches considerable proportions and the number now laying up suggests that certain companies have had enough.

"Cape Leeuwin", a sister-ship of "Baron Maclay", was accepted at the end of April and has been fixed on a short time charter taking her out to the Persian Gulf with pipes. The ship was named by Mrs. W. Ravenscroft, the wife of the General Manager of British Phosphate Commissioners of Melbourne, and we were delighted that Mr. and Mrs. Ravenscroft were able to travel so far to carry out this important task.

The birth of a new company was announced on the 1st May when Seaforth Maritime Limited was registered. Both Hogarth Shipping Company Limited and Lyle Shipping Company Limited are important shareholders in the venture which will own supply vessels to service rig installations in the North Sea and elsewhere. Further services will be provided as the Company develops and the first four ships will come into operation during the course of the next year. The registered office will be established in Aberdeen, which is becoming a large centre for the North Sea oil companies.

Earlier in May, Lyle announced that a ninety per cent interest had been taken in Gordon H. Barclay (Manufacturing) Limited, a precision engineering concern situated in East Kilbride and this company also has hopes of providing services to North Sea companies.

We congratulate British Caledonian Airways on being given the Queen's Award to Industry for its major contribution to British exports. This is a notable achievement for such a young company.

Lyle Shipping Company Limited results have now been published and reveal a sharply reduced profit, which is hardly surprising. The figures include the proceeds of the sale of "Cape Rodney" which has helped to make the results a little more palatable. The Chairman of Lyle pays tribute to the Staffs ashore and afloat during 1971 without whose efforts the results could not have been achieved. The Hogarth Shipping Company Limited accounts are not made public but are due very shortly. Both companies have suffered severely from greatly increased operating costs and the international decline in trade.

Another company with which Lyle Shipping has links is Pict Petroleum, which is an oil investment and exploration company - the latter through membership of various consortia. Following the various allocations, they now find themselves with a direct or indirect interest in nineteen blocks in the North Sea and west of the Shetlands.

Our computer continues to function satisfactorily and a respectable number of programmes are now operating. The last Seastaff took a look at the results and during subsequent discussions the subject of the computer was well to the fore and reference is made to this elsewhere in this issue.

OFFICE NEWS

Mr. J. Percival Agnew, Chairman of Lyle Shipping Company Limited, has been granted by Her Majesty The Queen the dignity of the rank of Officer (Brother) of the Most Venerable Order of the Hospital of St. John of Jerusalem as from the 17th November, 1971.

Mr. Agnew will be invested with his Insignia by the Prior of Scotland, Lord Haddo, in the name and by the authority of Her Majesty The Queen, the Sovereign Head of the Grand Priory in the British Realm, on Thursday, 22nd June, 1972.

We offer Mr. Agnew our congratulations on the award of this Honour.

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Mr. Donald C. Macpherson joined the Board of Hogarth Shipping Company Limited on 27th April, 1972. Mr. Macpherson is a Partner in the firm of Fielding, Newson-Smith & Company, London.

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Miss Joan Stewart joined the Staff in February and is presently Typist for the Spares Control Department.

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Miss Joyce McDermott also joined the Staff during February in the capacity of Copy Typist to the Purchasing Department.

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Miss Marilyn Taylor joined the Staff in March and is presently Typist for the Marine Accounts Department.

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Mr. D. Campbell joined the Staff on 1st May and will, in due course, take over the duties in the Marine Accounts Department presently carried out by Captain D.M. Taylor.

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Mr. James Pollock, who retired from H. Hogarth & Sons Limited in 1966, married Miss Nancy Robertson at Caldwell Parish Church, Uplawmoor, on 12th April, 1972.

We offer Mr. and Mrs. Pollock our best wishes for their happiness.

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Mr. Ray Wells, of Russell & Somers (Bay of Plenty) Limited, Mount Maunganui, New Zealand, and Mrs. Wells paid us a call at the Office on 28th February when we were pleased to welcome them.

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Many readers will be sorry to learn of the sudden death, on 22nd April, 1972 at the early age of 52 years, of Mr. William F. Coggins, Managing Director of James & Hodder Limited, Bristol.

For many years Mr. Coggins was always helpful to and popular with those fortunate enough to know him and we offer to his wife and family, and to James & Hodder Limited, our deep sympathy in their loss.

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The last number of TRIAD reported the marriage, on 25th March, 1972, of Miss Ann Bowie to Mr. Andrew Jones. On 25th February, 1972, at an Office Presentation, Ann was presented with gifts - including a Hoover vacuum-cleaner - from the Office Staff and these gifts were given to her with everyone's best wishes to her and to Mr. Jones.

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During "Cape Howe's" visit to Glasgow in early March a party for members of the Office Staff was held on board. All those who attended enjoyed themselves thoroughly and thanks are due to Captain C. Strachan, his Officers and Crew for their hospitality.

PERSONNEL NEWS

Our Congratulations to :

Captain John Mackay on his promotion to Master. He is only the third man to go right through the Lyle ranks from Cadet to Master without having left the Company. By the time this number of TRIAD has been circulated, Captain Mackay will have taken over command of the "Cape Clear" from Captain A.M. Fraser.

Captain G.W. Roger on his promotion to Master. He took command of the "Cape Horn" when she left Newport, Mon. at the end of April. He joined S.S.M. as

Chief Officer in March, 1971.

We wish both these gentlemen well in their new positions.

Welcome to :

Captains M. Turton and N.W.G. Walsh, who have joined us since the last publication of TRIAD. Captain Turtom is in command of "Baron Cawdor" and Captain Walsh of "Cape Sable".

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Our Congratulations to :

Mr. D. Wright on gaining his full Chief's Certificate. Mr. Wright is presently Junior Chief Engineer on "Cape Horn".

Mr. J. Cummings on gaining the Motor Endorsement to his Chief's Steam Ticket.

Mr. M. Cairney on obtaining his D.T.I. Radar Maintenance Certificate.

Mr. J.S. Johnstone on his engagement.

Mr. R. Richardson on his wedding on 1st April, 1972. In this connection, we have received the following letter from Mr. and Mrs. Richardson with the request that it be published in TRIAD :

"To the Master, Officers and Nancy, m.v."Cape Howe".

We would like to thank all those who put towards our lovely wedding present and hope all goes well aboard and abroad.

Yours faithfully,
Raymond and Kathleen Richardson".

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Cadet D.H. MacLeod. We regret that when the "Temple Bar" was in Lumut during March a tragic accident occurred resulting in the death of Cadet Donald MacLeod. Despite efforts to save him by fellow crew members, he was drowned on 16th March when returning to the ship. We extend our deepest sympathy to his mother and family in their loss.

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AN ANSWER.....PLEASE.....!

Would someone please tell this Radio Officer whether "course various" really means that the ship is going round in circles?

L.C.

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SEASTAFF TEN - By an Office Participant.

After a lengthy interval, we resumed our programme of Seastaffs with No. 10 being held in the Office between 20th and 24th March. In attendance were Captains Jones and Barclay, Chief Engineers White and Denmark, Second Engineer McEwen, Fourth Engineer Grieg, Electrician Hallas, Second Officer Johnstone and Radio Officer Walker.

Discussions were of a highly constructive nature and several recommendations about matters concerning the Company were made. Not all of these have been implemented but mention can be made here of two. We have placed an order for green boiler suits for officers and, when we get delivery of these, they will be supplied throughout the fleet. Comment was made about us putting a percentage on cost price of bar supplies on United Kingdom prices, even although bought cheaper than the United Kingdom prices. This has been changed and the percentage is now being added to the cost price, whether above or below the United Kingdom price. These are two examples of discussion bringing results - two parties getting together for their mutual benefit.

We believe in Seastaffs and the idea behind them as, it seems, do you. One is left wondering what other and outside parties could achieve by following our example. However, we are not going to sit back and congratulate ourselves - we will continue to approach our personnel in the same way so that relationships can be maintained at the highest possible level and we can keep up-to-date with ideas and viewpoints, thus leading the field in personnel management.

FLEET NEWS (as at 10th May, 1972)

"TEMPLE ARCH" - sailed from Tampa, Florida, on 25th April with a cargo of phosphate for Ube, Japan, and she left Balboa on 30th April. She should arrive at Ube on 28th May and, after completion there, will ballast down to Bunbury, W.A. to load ilmenite for Immingham.

"BARON ARDROSSAN" - sailed from Honolulu on 6th May en route to Vancouver, B.C. with bulk sugar loaded at Mourilyan, Queensland. She called at Honolulu to replenish bunker fuel and water and to effect main engine repairs. She is due at Vancouver on 14th May and, on completion, will load at Vancouver and Port Moody, B.C. sulphur for New Zealand - Auckland, Tauranga and Napier being indicated.

"TEMPLE BAR" - arrived at Chiba, Japan, on 7th May, berthed on the 9th and sailed on the 10th after discharging part of a barley cargo there. The balance will be landed at Yokohama, where we hope she will complete on the 17th May.

From Japan she will sail to Nauru to load phosphate for Western Australia, indicated Fremantle and Geraldton, and after completion of the phosphate voyage she will move north to Shark Bay for a cargo of salt for Japan.

"BARON BELHAVEN" - After drydocking at Antwerp, this ship sailed from that port on 6th May for Chaguaramus, where she is due 16th May, to load bauxite for Port Alfred. She continues on Time Charter.

"BARON CAWDOR" - left Fremantle on 6th May with sleepers for discharge at Newport, Mon. She also has on board a consignment of char and concentrates loaded at Melbourne and Port Pirie destined for Antwerp. She is due at Newport on 6th June and thereafter will shift to Antwerp.

"CAPE CLEAR" - arrived at Lumut, Malaysia, on 9th May with a cargo of wheat loaded at Geelong. After completion at Lumut she will sail for Nauru, calling at Singa--pore en route for bunkers, to load phosphate for Eastern Australia, indicated Port Kembla. On sailing from Port Kembla she will proceed to a South Australian port to load wheat for Ceylon.

"BARON DUNMORE" - sailed from Port Alfred on 7th May for Port Esquivel to load a cargo of alumina for Norway, indicated Sunndalsoera, where she is due 27th May. She remains on Time Charter to Saguenay.

"BARON FORBES" - arrived at Moji on 25th April where she is discharging part of a wheat cargo loaded at Fremantle. On sailing from Moji on 10th May, she will move to Kobe and Shimizu to complete discharge of the wheat, the date of completion being uncertain meantime. After completion she will drydock at Innoshima to have her propeller, damaged at Tahsis, B.C. in January, repaired. From Japan she sails south to Queensland to load a bulk sugar cargo for Vancouver, B.C.

"CAPE FRANKLIN" - is due Glasgow on 16th May to discharge iron ore loaded at Monrovia. She is not fixed beyond Glasgow meantime.

"CAPE GRAFTON" - is on Time Charter to Canadian Transport and after loading lumber and lumber products at Chemainus and Port Townsend is presently on passage to Sydney, N.S.W. where she is due on 28th May to discharge part of the cargo. The balance will be landed at Melbourne and Adelaide. Thereafter she moves to Esperance and loads nickel concentrates for Niihama and Vancouver.

"CAPE HAWKE" - sailed from Albany, W.A. on 10th May after discharging a phosphate cargo for Christmas Island to load phosphate for New Zealand. Meantime, she is not fixed beyond her New Zealand discharging port.

"CAPE HORN" - is on Time Charter to Mr. Ferrostaal. She has loaded steel pipes at Newport, Mon., generals at Antwerp, billets at Aviles and pipes at Taranto for discharge at Dar-es-Salaam, the Persian Gulf and Karachi.

"CAPE HOWE" - sailed from Porto Salazar on 2nd May with iron ore for discharge at Newport, Mon., where she is due on 21st May. She has not yet been fixed beyond Newport.

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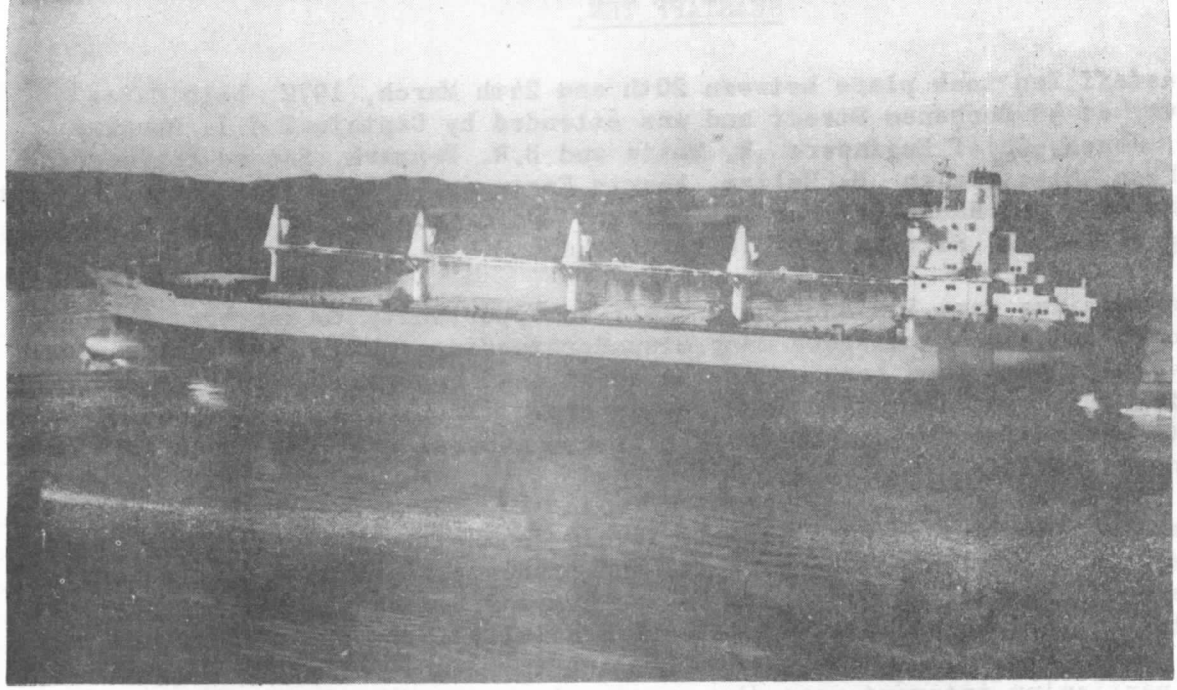
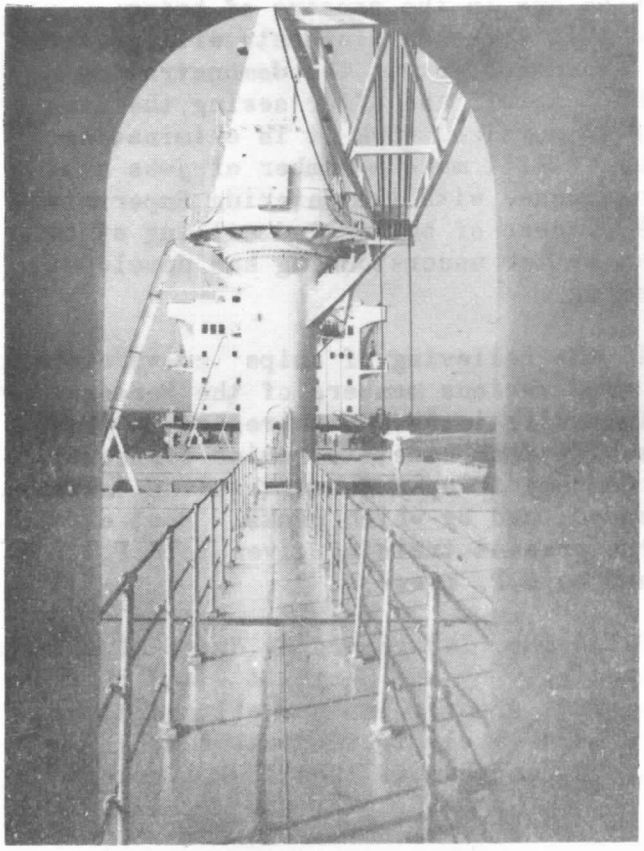
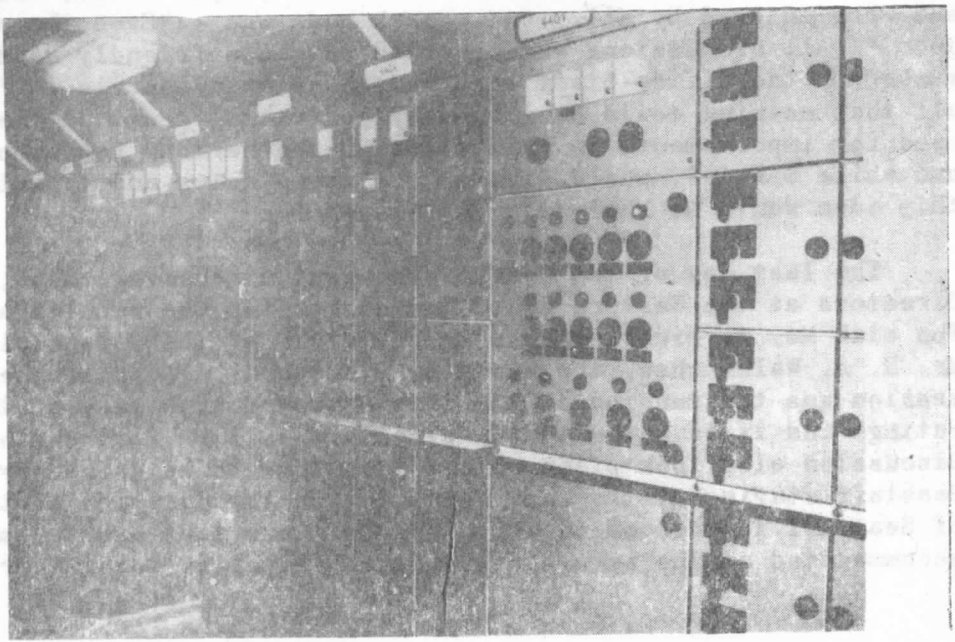


m.v. "Temple Inn"



View aft from
No. 3 Hatch



Main Electrical
Switchboard

SEASTAFF TEN.

Seastaff Ten took place between 20th and 24th March, 1972, both dates inclusive, at 40 Buchanan Street and was attended by Captains I.J.I. Barclay and J.G. Jones, Chief Engineers W. White and B.W. Denmark, Second Engineer G.B. McEwan, Electrician B. Hallas, Fourth Engineer C.B. Grieg, Second Officer J.S. Johnstone and Radio Officer G. Walker. Unfortunately, at the last moment Catering Officer A. Sisi was unable to attend.

The meetings gave Sea and Shore Staff an opportunity to see how 'the other side' works and also to discuss many misunderstandings which were taking place. These meetings also gave both sides the additional opportunity to make sugges--tions for improving communications and co-operation as well as various contracts concerning personnel, spare gear and general problems which have been bothering both sides.

The discussions were particularly lively in the field of relieving staff overseas, the provision of spare parts, and problems which have been occurring with the new technical developments in the Company regarding both the physical and mental effects on sea staff and the financial effects on the Company.

Of particular interest were the new developments relating to the cataloguing and ordering of stores and spare parts which are in the process of being programmed for the computer. It is hoped that these developments will relieve both shore staff and sea staff of a great amount of work. The demonstration of the computer was of interest to all the Seastaff and after seeing the uses to which it is being put and the quantity of physical work it is eliminating ashore it is certainly felt that, in time, it will make a number of jobs at sea much easier. Various problems were discussed with the Catering Superinten--dent, Mr. D. Border, from feeding to the process of buying and selling of the bond on board and it is to be hoped that a better understanding has developed and that some procedures might be forthcoming.

The problems of recruiting personnel, the relieving of ships' crews overseas and the training of staff were discussed with various members of the Personnel Department. It is hoped that communications will improve with regard to these matters. The subject of training of seastaff, from cadetsto senior officers, on various courses was discussed and the Company is open to suggestions on this matter as to which courses should be attended, and by which ranks. Most of the Seastaff expressed dissatisfaction with the present training given to G.P. seamen prior to them joining vessels manned by G.P. crews.

The article in the last edition of TRIAD (No. 14) regarding dress of officers on board was wholeheartedly endorsed - especially by the Seastaff - and it is sincerely hoped that the standard of dress will greatly improve all round, but particularly among junior officers who are more likely to find themselves treated as officers if they look the part, rather than if they look like hippies!

Other subjects discussed were Finance, Operations, Insurance and Chartering and were enjoyed by all. One remark made was - "Even the worst lecture was good!" All discussions were carried out in a friendly manner and whilst one member pf the Office Staff referred to us as a 'docile lot', it was agreed by all that nothing could be gained by generating heat. Stress was put on the need for improvements in communication and serious recommendations were made and while Seastaff would like to see secretaries and typists on board, no doubt this idea would be shelved!

The last day of the Course was spent discussing TRIAD, lunch with the Directors at the Western Club, and discussing the results and aims of Seastaff Ten with Mr. A. Nicholson and Mr. H. Clark of the Personnel Department and with Mr. H. A. Walkinshaw, the Managing Director. Also discussed during this last session was the running of the bars on board with respect to officers and ratings and it is hoped that a directive will be forthcoming on this subject. Discussion also took place on the advantage to be gained by all members of the Seastaff staying at the same hotel during the duration of the Course. Members of Seastaff Ten recommend that during future meetings the members should be accommodated at the same hotel whether they live locally or not as it was felt

that a great deal was learnt during the discussions which took place over a few drinks every night and at these sessions a lot of questions were compiled for the next day's discussions.

It was also suggested by Seastaff Ten that future meetings should commence one hour earlier - at 9 a.m. - as time did appear limited. Another suggestion was that, in future, debriefing sessions should take place when vessels arrive in the United Kingdom as a great deal of discussion time was devoted to problems which really should have been discussed with Superintendents after a voyage. (See Contract Page - Ed.)

The discussions terminated with Sea and Office Staff in agreement that the talks had been worthwhile and it was hoped that something would be gained from the ideas which had been put forward. Also, the state of affairs between Office and Seastaff were found to be amicable. There were no signs of black eyes although there were a few signs of tiredness, probably due to burning the midnight oil at 20p. per fifth gill at the Blythswood Hotel!

W.W.

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Quoted below is an Edict dated 20th January, 1972, issued by the Immigration Department, Singapore. This certainly lends weight to the comment made in Paragraph 6 of the Report on Seastaff Ten:-

The Edict commences by stating that any male visitor to Singapore who, in the opinion of an Immigration Officer, is sporting long hair will not be made welcome in Singapore. It goes on to define long hair as:-

1. Hair reaching below an ordinary shirt collar, or
2. Hair covering the ears, or
3. Hair falling across the forehead and touching the eyelashes.

Such a visitor will be denied entry facilities unless he agrees to have his hair cut short immediately.

Should the visitor be refused entry facilities, the Captain/Master on an aircraft of vessel which brought him to Singapore will be required to transport him to a place outside Singapore.

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Accident Prevention on Board Ship: Safety Poster Competition

The Safety Poster Competition sponsored by The British Shipping Federation, which was open to all seafarers serving in British ships, closed on 29th February, 1972. More than 350 entries were received and these were of a very high standard, both as ideas on which to base future posters and also in many cases as works of art.

Selecting the prize and certificate winners among such a large number of entrants was a major task and it was performed by a panel of four. The First prize of £50 for the best idea for a Safety Poster has been awarded to Mr. Michael Thomas, Able Seaman; the Second Prize of £30 to Mr. D.A. Rodger, Chief Officer; the Third Prize of £20 to Captain L.G. Buckenham. In addition, seventeen Certifi--cates of Merit have been awarded to runners up.

Captain D. M. Taylor

The retiral of Captain Duncan Taylor in May marks the closing of another chapter in the personnel annals of Lyle Shipping Company Limited and, since its inception, Scottish Ship Management Limited.

Captain Taylor served his apprenticeship with P. Henderson & Company and after passing for Second Mate joined Lyle as Third Mate on 31st August, 1928, obtaining his Master's Certificate in 1932. In those days jobs were scarce, promotion slow and on tramp vessels long voyages were the rule rather than the exception. Leave was the last consideration, as Captain Taylor recalls when, as Second Officer on the "Cape of Good Hope" near the end of a voyage of eight months, he was informed by the Master the day before arriving for bunkers at Las Palmas that a radio message had been received from Head Office requesting Mr. Taylor to transfer to "Cape Horn", due in the port the same day outward bound. No explanation was offered and it was assumed that "Cape Horn's" Second Mate had been paid off sick at the last moment before sailing from Marseilles. It is a reflection of the economic pressures of the time and of his conscienciously attitude to his job that Captain Taylor agreed to the transfer and as a result did not return home for another year - having by then been away for twenty months.

After serving as Chief Officer for over four years, in January, 1941, he took command of the "Empire Steelhead", ex "Patrick Henry", owned by Lykes Brothers Steamship Company Inc., New Orleans, Louisiana. She was one of four vessels of that Company's fleet which had been laid up in the United States when war broke out in 1939 and were managed by Lyle Shipping Company for the Ministry of War Transport. On his first voyage the ship left the Mersey for Baltimore

but numerous engine troubles arose on the passage to the convoy assembly port and the vessel was ordered to proceed to Sunderland for repairs. Whilst on this passage further engine problems made a diversion to Invergordon necessary and the "Empire Steelhead" was subjected to severe enemy air attacks in the Moray Firth, causing the death of seven members of the crew. Fortunately, during the remainder of his war service Captain Taylor survived many hazards and finally 'swallowed the anchor' while in command of the "Cape Howe" in October, 1966, to take up an appointment in the Crew Accounts Department of Lyle. He had a particular aptitude for Masters' Accounts and squared his portage bills to a penny at the end of each voyage. Indeed, he usually handed in his portage bill, complete in every detail, to the Office on his way home from the ship.

Many Cadets and young Officers owe their promotion to the influence of Captain Taylor. His insistence on accuracy and record-keeping could be galling for those not blessed with such qualities but, in time, Captain Taylor's example always predominated, to the future benefit of those who sailed under his command.

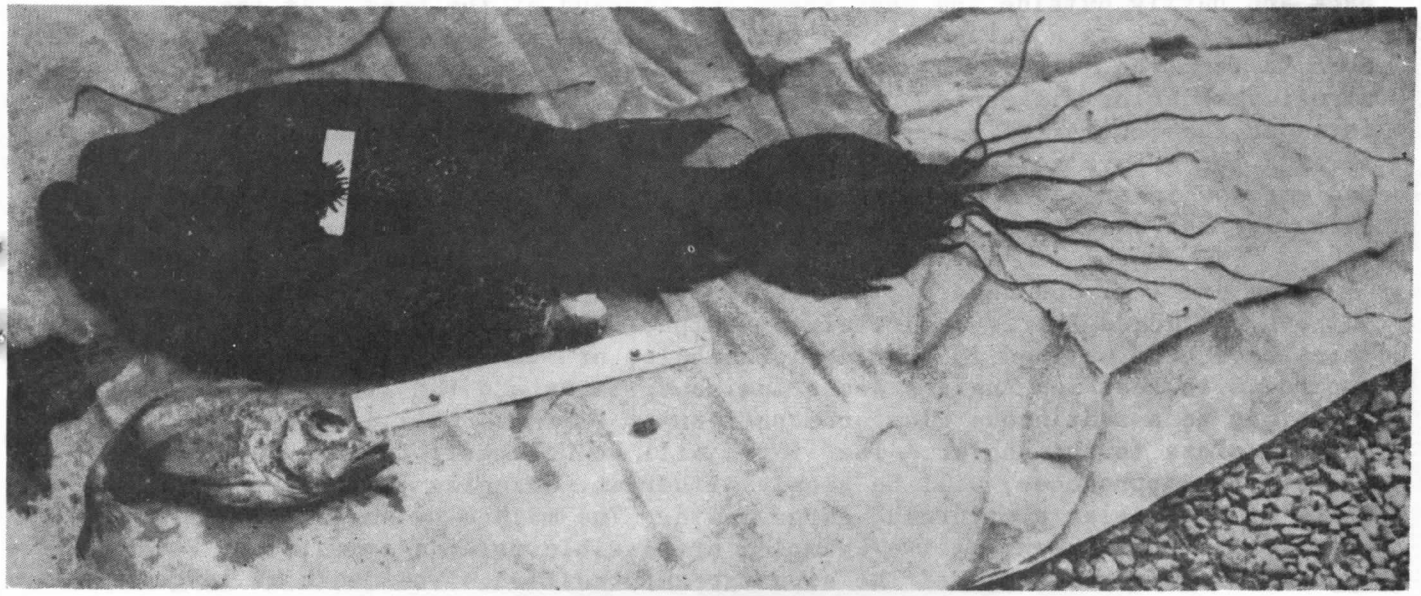
On the formation of Scottish Ship Management Limited he compiled a manual of instructions for the benefit of Radio Officers in the preparation of Crew Accounts, Portage Bills and Port Accounts. He has just prepared a revised edition to give effect to the accounting changes brought about by computerisation.

Captain Taylor was an excellent Officer and Shipmaster and he takes with him into retirement the very best wishes of his colleagues afloat and ashore for a long and happy retirement with Mrs. Taylor. Happily, the family is still well represented in the fleet by his sons Donald and Ian.

A RARE DEEP-SEA ANGLER FROM WEATHER STATION 'ALFA'.

D. H. Jones.

At 1930 hours on 28th May, 1971 at Station 'Alfa' (62°N, 33°W) Stuart Norwell, Chief Officer of O.W.S. "Weather Reporter", noticed the brightly coloured body of a redfish drifting about twenty yards off the ship's port side. A further look showed that the redfish was, in fact, held in the mouth of another, much larger, fish - jet-black in colour. With the help of Boy Steward W. Gallacher, Chief Officer Norwell quickly inflated and launched a dinghy and set off in pursuit of the two fish which, by this time, were disappearing rapidly from sight as "Reporter" drifted away at about one knot. However, by dint of some hard rowing the fish were secured, towed back to the weather ship and hauled on board where considerable interest was aroused by the unusual appearance of the larger fish and the puzzling manner in which both fish had died. The condition of the two fish was surprisingly good and it was obvious that they had not been dead for long. It also became apparent that the redfish had not only caused the death of the larger fish, a Deep-Sea Angler, but had also been responsible for its own death. It had evidently swum into the mouth of the Angler with sufficient force to break through the gill arches and burst through the outer wall of the gill chamber, to become wedged there with its head emerging through the broken wall and with its tail still protruding from the Angler's mouth. The Angler has many sharp, back-wardly pointing teeth in its jaws and the Redfish has many spines on its



The Deep-sea Angler Fish from Ocean Weather Station 'Alfa' with the Redfish that killed it. A one-foot rule lies below the Angler.

head, on its gill-covers and along its back, all of which must have prevented the fishes from separating themselves. In this way, locked together, they floated to the surface in the path of the drifting weather ship. Their weights and measurements are given below:-

	Weight	Total Length	Body Length
Angler	9.0 kg. (approx. 20 lbs.)	148 cm. (approx. 58 in.)	62 cm. (approx. 27 in.)
Redfish	0.75 kg. (approx. 26 oz).	39 cm. (approx 15 in.)	32.5 cm. (approx. 13 in.)

Redfish (Latin name 'Sebastes mentella') weigh between one and two pounds and measure from twelve to twenty inches long and they are a familiar sight to the crew of weather ships on Station 'Alfa' because they are frequently caught there either for scientific research or for sport, but the Deep-Sea Angler (Ceratias holboelli) is sufficiently rare to be of special interest not only to them but to marine biologists and museum staffs in many parts of the world.

Deep-Sea Anglers are members of a group of fish that lives in the regions of the sea where light does not penetrate, where the temperature is low and constant and the pressure is high. Because of the difficult conditions of life in which fish live, they are modified and adapted in many ways. As a result, they may appear very different from the more familiar, commercially-caught fish.

Many Angler Fish are small, measuring no more than a few inches long, but the specimen caught at Station 'Alfa' belongs to one of the large species in which the females grow to a length of two feet or more, measured from the snout to the base of the tail, while the tail itself may add between two and three feet to the overall length. The development of the tail is in direct contrast to that of other fins. There are no paired ventral fins and the pectoral fins are so much reduced that they can do little in the way of helping either propul-sion or balance. In fact, the fish seems ill-provided for fast swimming move-ment as, in addition, it has a very rough, spiny surface, the body being covered with strong, plate-like scales and it is not streamlined in any way. As females of this species become mature, they also become blind so that they cannot find their prey by sight.

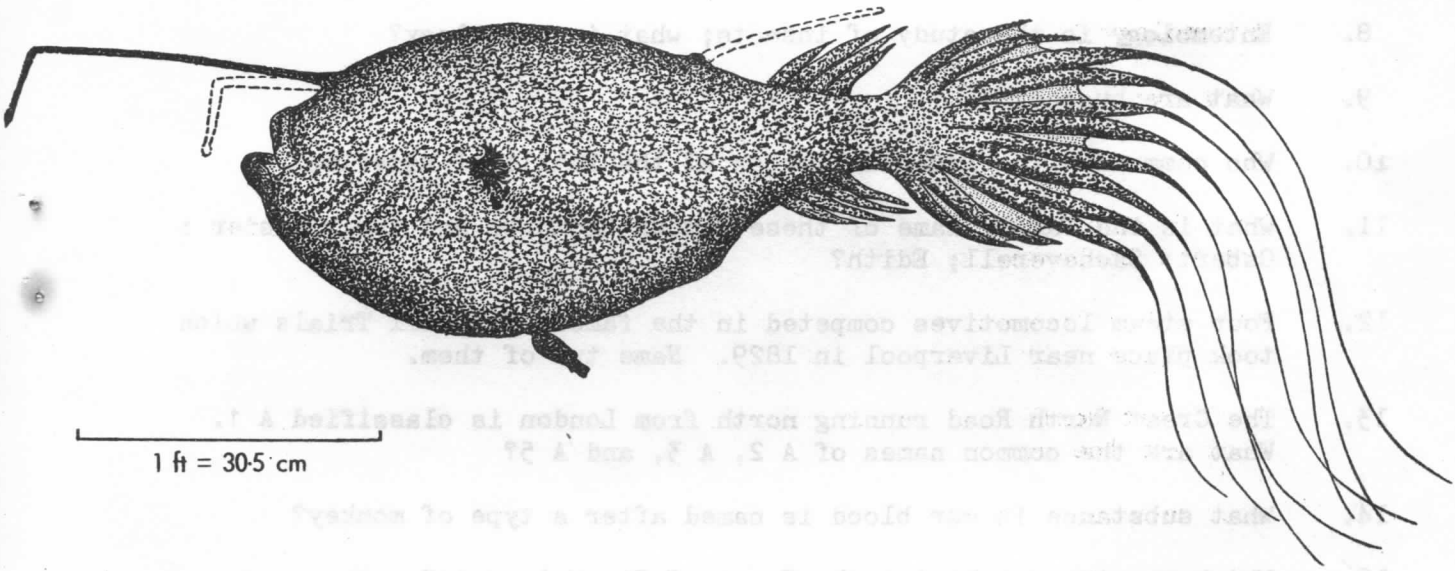
However, this disability is counteracted by the possession of what is the most intriguing adaption of the Angler Fish, the 'fishing rod' and 'lure', an apparatus which encourages the prey to come to the fish. Animal life in deep waters is very thinly scattered and finding sufficient food must be difficult for a poorly equipped hunter unless special methods are used. The apparatus which has developed during the evolution of Deep-Sea Anglers resembles very closely the rod, line and bait used by human anglers. The 'rod' is a bony structure lying partly beneath the skin in a groove along the middle of the back and partly outside the body above and forward of the head. At the front end there is a further piece of bone, hinged to the 'rod', which hangs down to form the 'line'. At the tip of the 'line' there is a bulb-like structure bearing filaments of skin which act as a lure. The whole apparatus is under the control of muscles and may be moved forwards and backwards through the groove in the back. When it is retracted, the rear end of the rod emerges in front of the dorsal fin and protrudes, within its pocket of skin, for the equivalent distance that the front end is withdrawn.

The exact method used by the fish to capture food is not known for certain, but can be judged fairly accurately by comparison with studies on similar fish which have been watched in aquaria. The bulb, or 'lure', of the angling apparatus in Deep Sea Anglers bears luminous tissue and the light from this, which may be a continuous glow or a pattern of flashes, will attract certain animals close to the Angler. The 'lure' will be held well forward and then, as the prey approaches, will be slowly withdrawn, bringing the prey within reach of the Angler's upturned, large mouth. The method by which the Angler 'strikes' is not known but two examples of possible methods immediately become apparent from a knowledge of the structure of the fish. The mouth is large and connects, through the gill arches, with two capacious gill chambers. Each of these opens to the exterior by a small slit at the rear of the chamber, below the pectoral fins. The rapid opening of the mouth, the enlargement of the gill chambers by the extension of their flexible outside wall and the closing of the gill slits would cause a considerable pressure reduction in the mouth. The consequent inrush of water would carry the prey helplessly in to the mouth to be trapped and swallowed. Alternatively, the structure of the mouth and gill chambers, especially the small gill aperture, suggests a second possibility; that water may be drawn into the mouth and chambers and, by a contraction of the outer wall of the latter and the pressure provided by the large, muscular tongue, water could be forced rapidly out of the gill slits and provide a form of 'jet propulsion' similar to that used by squids. This would propel the Angler forward and would enable it to engulf the prey in its large mouth.

If some behaviour similar to this took place in the waters under Station 'Alfa', it is possible to understand just how a large Deep Sea Angler was 'run down' by the smaller, fast-swimming Redfish which is, by its structure and shape, an obvious hunter of food. Attracted by the light or by the vibrations of the 'lure', the Redfish went into the attack 'full steam ahead' and with the Angler opening its mouth to receive a tasty morsel, the resultant impact must have been like a head-on collision between a fast car and a stationary lorry.

Another unusual feature and a very specialized adpation of Deep Sea Anglers to their particular conditions of life is that male fish remain small in size and become parasites on the females. When a particular type of fish lives a solitary life instead of forming shoals, the problem arises of how male and female fish can find each other at a suitable time to enable them to mate, reproduce and continue their particular species. To get over this problem, the adolescent Deep Sea Angler males attach themselves to a female whenever the opportunity arises, gripping her skin with their teeth and remaining a passenger until both fish are sexually mature. The flesh of the two fish fuses at the point of attachment, the blood systems come to lie close to one another, just as in the placenta of a mother and baby, and food is transferred from the blood system of the female to that of the male. The latter retains an independent breathing system but other than this it depends entirely on the female and degenerates into little more than a sac of reproductive tissue. Unfortunately, the Angler found on Station 'Alfa' had no male fish attached to her, despite being fully grown and there were no signs that she had previously carried a male fish.

The capture and examination of the Deep Sea Angler has been of considerable interest not only to marine biologists at the Oceanographic Laboratory, but also to the staff of the Royal Scottish Museum, Edinburgh. The specimen has now been placed in the keeping of the museum staff who will prepare models of it which will be used in displays. Because it is apparently the most complete



Female Deep-sea Angler (Ceratias Holboelli) with 'fishing rod' advanced (solid black) and retracted (dotted lines). A parasitic dwarf male is attached to the underside of the female.

specimen ever found, it enabled us to learn more about the fish, its structure, its food and its parasites than was known previously. It is possible, especially in the case of rare species, to increase our knowledge significantly by the study of a single animal. For this reason we are extremely grateful to Chief Officer Norwell, Boy Steward W. Gallacher and the Captain and crew of the "Weather Reporter" for collecting and preserving this fish and for providing us with the opportunity to learn something new about an unusual and rarely-seen resident of the ocean depths.

Mr. Jones is with the Institute for Marine Enviromental Research, Craighall Road, Edinburgh, and we are grateful to him, to the Editor of The Marine Observer in which the foregoing article originally appeared, and to the Controller, Her Majesty's Stationery Office, for permission to reprint it in TRIAD and to reproduce the illustrations.

Q U I Z .

1. In mountaineering terms, what is a 'Munro'?
2. How did sideburns get their name?
3. What is a 'leerie' torch?
4. If a person is canonized, what does he officially become?
5. What is the London borough that once housed the Royal Observatory?
6. Into which sea does the River Indus flow?
7. To be a true Londoner, a Cockney must be born within the sound of which bells?
8. Entomology is the study of insects; what is etymology?
9. What are huasos?
10. Who commanded the Prussian forces at the Battle of Waterloo?
11. What is the family name of these famous brothers and their sister : Osbert; Sacheverell; Edith?
12. Four steam locomotives competed in the famous Rainhill Trials which took place near Liverpool in 1829. Name two of them.
13. The Great North Road running north from London is classified A 1. What are the common names of A 2, A 3, and A 5?
14. What substance in our blood is named after a type of monkey?
15. Which country celebrates the Feast of St. Walpurgis?
16. How did Perseus kill Medusa without turning into stone?
17. A carnivorous animal eats meat. What is a plant-eating animal called?
18. What is a bradawl used for?
19. The stoat changes its coat in winter. What is the animal called when wearing its winter coat?
20. What is the name of the green colouring-matter in plants?

(Answers on Page 30)

BUPA.

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Barbara and Ian McKinnon and Captain J. Tattersall.

This photograph, which appeared in the Bunbury, Western Australia, 'South-West Times', has been sent to us by Captain J. Tattersall.

Mr. Ian McKinnon of Glasgow, "Cape St. Vincent's" Electrician, and Mrs. Barbara McKinnon were marred in St. Patrick's Cathedral, Bunbury, in March when the ship was at that port and Mrs. McKinnon is presently accompanying her husband on "Cape St. Vincent" to Japan, via Shark Bay, and returning to Western Australia by way of Nauru.

Our best wishes go to Mr. and Mrs. McKinnon.

DATA PROCESSING

In the previous article it was proposed to take a simple problem through the stages of development into a data processing function. So that the aim of the exercise will be readily understood we will take the familiar exercise of calculation of leave earned. This calculation is one which already is incorporated as part of one of the Personnel Programmes and is only slightly modified in this exercise to make it a self-contained problem.

Firstly, there has to be a Problem Statement i.e. what is it we want to do? The Problem Statement would probably be presented in the following terms.

> "When sea-going staff are on board ship they earn leave at an established rate according to length of time on ship. Records are kept of each person's location with start and end dates. Requirement is to calculate and list the number of days earned by each person".

Starting from this general statement, the analyst would undertake his detailed investigation and would summarise his findings in the following terms.

1. Leave can be earned at other locations, as well as 'on ship', therefore coding is required to show whether location is one at which leave can be earned, and all records will have to be examined.

2. Leave factor is not common and varies between Ranks and also between Contract and Non-Contract personnel.

3. Information required from user for each person is therefore
   - a) Name and Number of Employee.
   - b) Date of starting at location.
   - c) Date of leaving location.
   - d) Code to show whether location is 'leave earning'. (Y = Yes N = No)
   - e) Leave factor to be applied.

4. Programme to be developed to calculate and list leave earned and to include the following checks:
   - a) Dates must be valid.
   - b) Date of leaving must be equal to or greater than date of starting.
   - c) If 'leave earning' code is 'Y', leave factor must be greater than $\emptyset$.

The analyst would then pass the job to the programmer and in some cases he may also provide a flow-chart depending on the complexity of the problem. The above example hardly justifies a flow-chart, but for demonstration purposes this has been drawn and is shown on page 31.

In the next article we will go through the programmer's solution.

Mr. William McMillan

Bill McMillan joined Lyle Shipping Company Limited in 1958 as Office Boy and thereafter assisted in the Stores Department (Mr. McIntosh may deny that) before eventually taking over disburse--ments accounts, under the wing of Mr. Begg.

When Scottish Ship Management was formed he joined the General Accounts Section but subsequently moved to the Costing Department, which is his present position.

His hobbies include playing football (although he says he is now 'past it') and he has turned out with the Office Football Team many times. He hailed originally from the Maryhill district of Glasgow and has supported the 'Jags' (Partick Thistle) virtually since he was able to toddle up the road to Fir--park.

Bill is married and has a year-old son.

Miss Ann Sanderson

One morning in April, 1962 a cheery wee face appeared at the switchboard of Lyle Shipping Co. Ltd., heralding the arrival of Ann Sanderson as a new member of the Staff.

Ann was later recruited to the Typing Staff and has been with Scottish Ship Management since its inception. She is Secretary to the Operations Department and, very important, she is also respon--sible for typing all the material in TRIAD.

Ann likes holidaying abroad and has ambitions to see the world - preferably from the deck of a cruise liner.

Mr. Andrew M. Nicholson

Andrew started in the Merchant Navy as a Deck Cadet with Lyle Shipping Co. Ltd. and came ashore in 1966. He joined J. & J. Denholm (Management) Ltd. as a Trainee where he spent nearly three years in various departments learning the business. He joined Scottish Ship Management on 1st January, 1969 and has been in the Personnel Department ever since. Recently, he has specialised in the training aspect and supervises the Cadets in the Company.

Andrew is a keen sportsman, with sailing number one in the summer and rugby football number one during winter. He plays with West of Scotland, who were the unofficial Scottish champions last year. Sailing takes him all over the United Kingdom and, last year, to the Continent.

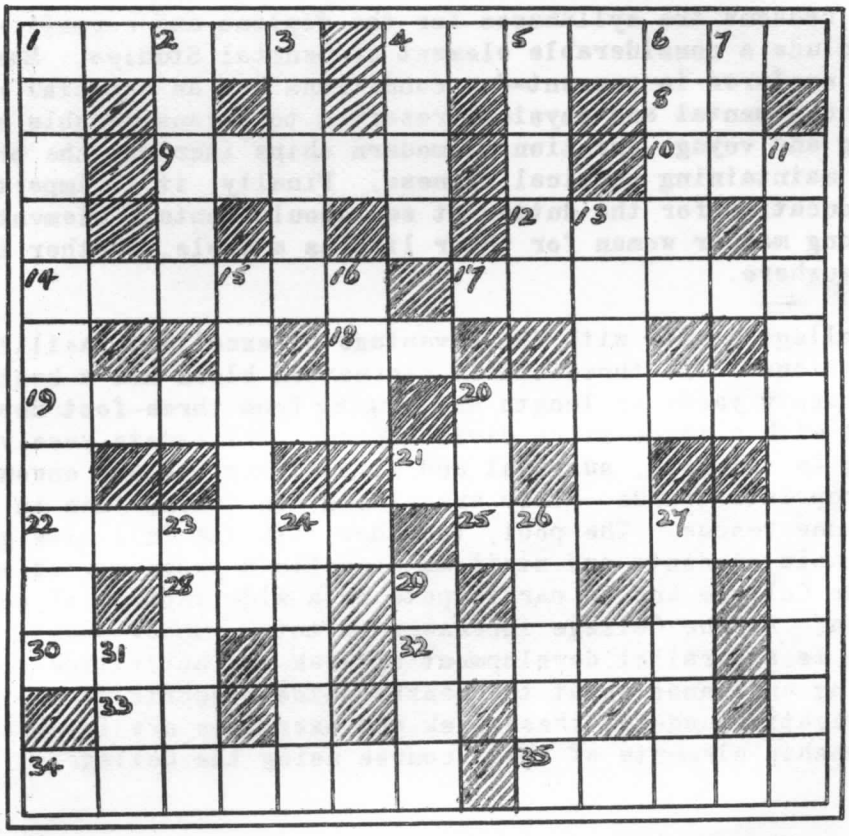
A bachelor, he is, apparently, the envy of all marrieds in the Office!!

CROSSWORD

(Solution on Page 30)

Across

1. It comes later if put before noon (5)
4. Childish complaint - quite infectious though (7)
8. Preposition (2)
9. Ape (5)
10. A sleepy game! (3)
12. This wee sheep is all mixed up (3)
14. Rounded (6)
17. This stirs up the mud (6)
18. No! just the reverse (2)
19. Does this describe a native of the Virgin Islands? (6)
20. Rupture (6)
21. Symbol of ratio (2)
22. Inside the house (6)
25. Rock layers (6)
28. Women's Service (3)
30. Member of religious order (3)
32. The sailor is not in but he almost is! (5)
33. Direction (2)
34. Shyness (7)
35. This bird's flight is well known (5)



Down

1. Artistic composition (11)
2. Entice (5)
3. Indicates a high-arched bridge - as plain as the nose on your face (5)
4. A thousand on ice would scare the ladies (4)
5. Loss of temper (5)
6. Ruled (5)
7. Girl's name (3)
11. Readiness (11)
13. "From weaver to ....." (6)
15. Result (6)
16. A female rat or rabbit (3)
20. Belonging to him (3)
23. Great kinds of dog (5)
24. Type of willow (5)
26. It bites well if kept in good condition (5)
27. Repeat one across (5)
29. Rescue the broken vase (4)
31. Put into service (3)

J.T.M.

GLASGOW COLLEGE OF NAUTICAL STUDIES.

General Studies

In previous issues of TRIAD the articles by Staff of the Glasgow College of Nautical Studies have described both the general pattern of education and the specialised courses available to provide the professional training for Navigators, Engineers and Radio Officers. This article is intended to give some idea of the work being done in all three Departments to provide a broad general education.

At all levels of further education it is necessary to ensure that the courses of study not only provide sound training in the technical or professional skills, but have a complementary element to assist the student to broaden his outlook by fostering studies personal to the student and to bring about the flexibility of attitudes necessary in a time of rapid industrial and social change. There is also a need to ensure that in the transition from school to work there is some continuation of the physical education to which the student has been accustomed at his secondary school. Finally, it is a fact that the majority of the students entering on their professional studies require further training and practice in the techniques of communication if they are to succeed in their chosen careers.

For these reasons the syllabuses for the diploma and certificates pursued at the College include a considerable element of General Studies. Moreover, it is clear that the seafarer in present-day conditions has an especial need to be able to draw on his own mental and physical reserves to a considerable extent. The design, manning and voyage duration of modern ships increase the problems of boredom and of maintaining physical fitness. Finally, it is important that the training and education for the duties at sea should contain elements which prepare the young man or woman for their life as a whole, whether in the shipping industry or elsewhere.

The new College starts with the advantage of excellent facilities to meet these considerations. The three-storey recreation block has a heated indoor swimming pool twenty yards in length and ranging from three-foot depth to a ten-foot diving pit with a three-metre diving-board. All cadets receive regular weekly training in swimming, survival and life-saving and are encouraged to obtain the appropriate awards. They are also given instruction in the skills of canoeing and canoe rescue. The pool, together with the full size gymnasium and sports hall, enable students and staff to organise a programme of sports activi-ties within the College and to participate in a wide variety of competitions in the Glasgow area. As the College increases in total numbers, and in residential students, there is a parallel development of week-end activities such as hill-climbing, ski-ing and canoeing at the nearby outdoor sports centres. In the courses for navigating cadets, these week-end exercises are integrated with the practical seamanship elements of their course using the College's facilities at Ardrossan.

The block is also the centre for other General Studies using the theatre and discussion rooms which are equipped with film projectors, large television sets and video-tape equipment which are in frequent use to supplement the lectures, and to provide material for discussion, on topics related to the syllabus.

The main centre for the academic content of these studies is the College Library. This is a spacious section of the first floor of the College with an expanding stock of over eight thousand technical abd general books covering all the subjects taught in the Departments but with a sizeable modern fiction section and a comprehensive reference section. There is a comfortable reading lounge which also houses the periodicals and newspapers section with emphasis on nautical material. In addition, there is a working area for students which enables a large class to work in the Library without disturbing other users.

Here the students are encouraged to pursue their personal interests by project work on the topics which they opt to study. They learn the resources of the Library as they carry out the tasks which follow from the lectures given in the classrooms by the General Studies Staff. These lectures include courses in the communication of information, both orally and in writing, as well as procedures of formal meetings; the volume, pattern and composition of the current trading scene; simple economic theory and its relation to the Shipping Industry; some knowledge of the differing world cultures and structures of government and the

THE TRUTH ABOUT THE HAGGIS.

The article 'The Haggis Explained' which appeared in the Winter 1971/72 edition of TRIAD has, most fortunately, brought forth what many have been looking for for a long time - a detailed, authoratative, description of the Haggis, backed up by pictorial evidence.

This treatise on the Haggis first appeared in the house magazine of James Williamson & Partners, Chartered Civil Engineers, Glasgow, and was written by Mr. A. I. Will, a Civil Engineer with considerable experience of the Highlands, and during his work in those parts he has been able to make close observations of the Haggis in its natural habitat. Mr. Will writes as follows:-

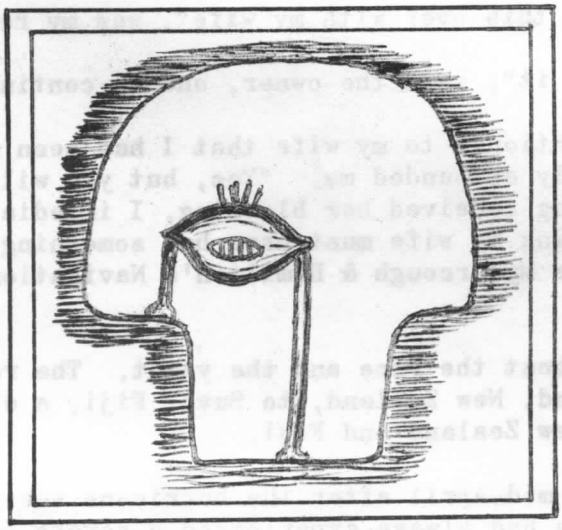
Photograph of an anti-clockwise Haggis (Rotundae Revolvium Exsolus) travelling in an east-south-easterly direction around the southern slopes of Dumgoyne Hill, Stirlingshire, (a volcanic plug, for those that are interested) with Ben Lomond just hidden behind the Haggis!

"It came as a surprise to find that many of my English colleagues had never seen a Haggis in its natural state and that some even rejected the idea that such a creature could exist. In an effort to enlighten these mis-guided Sassen--achs, I have printed the accompanying photograph of a Haggis which I took during a Haggis Hunt on Dumgoyne last autumn. This photograph shows a Haggis of the Rotundae Revolvium Exsolus species which, since it has its right leg longer than the left, can only go round hills in an anti-clockwise direction. Another species, Rotundae Revolvium Solus, has the left leg longer and therefore goes round in the other direction.

The method of Haggis Hunting is rather interesting. A line of beaters, complete with bagpipes, is formed running up and down the hill. This line then moves slowly towards the Haggis going in a clockwise direction if the Haggis are of the anti-clockwise species, and vice versa. The Haggis, on being disturbed, try to run away in the direction for which they are not built and, losing their balance, roll down the hill into waiting nets. The positioning of the beaters and nets requires great skill and experience. Unfortunately, ferreting cannot be used for haggis-catching since a Haggis can kill a ferret and it is not unknown for dogs, even, to be badly bitten or even slain by a cornered Haggis.

It seems a great pity that engineers don't know more about this delightful little creature since so many of the major civil engineering works can quite easily wipe out a whole colony. For instance, it only requires a wall running up and down a hill to render it impossible for a Haggis to get back to its burrow since it can't turn round and go in the opposite direction. The Haggis, which eats mainly heather and bracken, lives underground and its burrow design will, I am sure, be of interest. There are two ledges built in on each side of the tunnel so that the Haggis can enter and go out of the same hole.

WARNING: Since Haggis are so scarce, there are many made-up forms sold in the shops, so always make sure that you ask for the genuine, hill-bred Haggis".



Cross-section of a Haggis Burrow, showing the double ledging to accommodate either species

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As a rider to the foregoing, this seems a good opportunity to mention what is possibly not generally known outside a small circle of Haggis experts, namely that an attempt is thought to have been made, many years ago, to introduce the Haggis into New Zealand, it being thought that the generally similar climatic conditions and terrain might have encouraged the establishment of a Haggis Colony in that country. Little is known about the details of the experiment except that it obviously was not a success - no-one still living can recall having ever seen a genuine, hill-bred Haggis in New Zealand - and there is a strong suspicion that the main component of failure was that Kea bird (no, not the one that landed on the ice!), a large type of parrot found in the South Island of New Zealand which at one time confined its diet to plants and insects until, that was about a century ago when the bird's taste began to take a carnivorous turn. It could well be that this turnabout in dietry preference coincided with the introduction of the Rotundae Revolvium Exsolus and Rotundae Revolvium Solus into New Zealand.

It is well known that flocks of Kea birds will attack a dead sheep and that, on occasion, a 'killer Kea' will even attack a live sheep, tearing flesh from the living animal. Indeed, the New Zealand Government pays a bounty to Kea hunters. It is a sad thought that what sounds like an interesting experiment was doomed to failure by the pernicious permeations of a pesky parrot.

The aggressive nature of the Kea bird can be attested to when, as seems probable, it succeeded in vanquishing in an arena where, as A.I.W. points out, the ferret and the dog feared to tread. Truly, the Haggis is a 'bonnie fechter'!

Captain G. D. Carter, Manager of the Customs and Forwarding Department of Russell & Somers (Bay of Plenty) Ltd., Mount Maunganui, has sent the following article for which we are most grateful.

OCEAN YACHT RACING

November - "How about coming to Suva as Navigator next April in the Ocean Race?" This casual remark was made by the owner of the yacht "Touche" whilst quaffing a few beers during an after-race get-together of yachties at Tauranga.

"Hell", I thought, "It's fifteen years since I last took a sight and did any celestial navigation".

"I'll have to talk this over with my wife", was my reply.

"Well, think about it", said the owner, and we continued quaffing.

When I casually mentioned to my wife that I had been asked to crew in the Suva Yacht Race her reply astounded me. "Yes, but you will have to swat up your navigation". Having received her blessing, I immediately ordered a Nautical Almanac. I think my wife must have had something like this in mind, because she had given me Mysercough & Hamilton's Navigation Tables for the previous Christmas.

Now, a few words about the race and the yacht. The race is sailed every fourth year from Auckland, New Zealand, to Suva, Fiji, a distance of 1,000 miles of open ocean between New Zealand and Fiji.

The race starts in mid-April after the hurricane season in the Pacific Islands. Previous races had always experienced a severe gale at some part of the course and we hoped that this race would prove the exception. In the previous race, the yachts ran into a North East gale just after leaving the New Zealand coast, one yacht being dismasted and eventually sunk after the crew had been rescued by the naval 'mother ship', and several had withdrawn with damage and seasick crews.

The yacht "Touche" is a Takiri Class, designed and built by a New Zealander, and under its previous owner had been the class champion in Auckland.

The present owner, Mr. Charles Waterworth, had raced the "Touche" successfully in local races. "Touche's" dimensions are 32' l.o.a., 26' l.w.l., 8' 6" beam and 5' 0" draught. Accommodation for five (but on this occasion one bunk was used for stowage of the crew's gear), auxiliary power is a Stuart Turner 8 h.p. petrol engine; safety equipment consisted of an 8-man inflatable liferaft, lifejackets, individual safety harnesses, liferails around the deck, distress flares, a weighted dan buoy with flag to be thrown over if a man fell overboard, and lifebuoys (one with smoke float attached).

Each yacht had to have a certificate of safety issued by an honorary yacht inspector of the Government Marine Department before clearance by the Customs Department would be issued to the yacht.

January - Commenced swotting my navigation. Since my last professional navigating, the Nautical Almanac had changed over to the Greenwich Hour Angle and I also had to learn how to use my new navigation tables. Our home being on the ocean front at Mount Maunganui, no difficulty was experienced in taking practice sights of the sun from our terrace but it took me about a month to get our house from the middle of the Tasman Sea back onto the East Coast of New Zealand where it is situated!

Having some idea of what conditions would be like trying to work out sights in a small yacht in mid-ocean, I worked at the sequence of calculations until I could virtually set them out in my sleep. This crash programme paid off, as for the first few days out of Auckland the body was acclimatising itself to the motion of the yacht and lack of restful sleep which caused the brain-work to slow down.

April 16th - The day before the race! Blowing the traditional north east gale, but the weather forecast promised improving weather for the next few days.

April 17th - The day dawned cloudless with a fresh northerly breeze. The Harbour Board Marinas were a hive of activity, with crews receiving last-minute bonded stores, Customs officers inspecting store lists, passports and issuing clearance papers. Marinas swarming with spectators and friends to farewell the crews.

Noon - Crew and stores aboard, a quick tinned lunch and cast off moorings for the start-line.

Digressing for a moment to give a summary of crew and stores: the crew comprised of Charles the owner, Douglas (Cook), Bill (Assistant Navigator), Don (G.P. Hand), Roger (Deck Boy) and self (Navigator). Don, Bill and I were the only ones with previous deep-sea experience.

Stores consisted of 1½ gallons of fresh water per man per day for the voyage (estimated time - ten days). This is a race requirement. Tinned meat, vegetables, soups, fruit, precooked meals to last three days, by which time we should be in warmer weather and calmer seas (so we thought), complete medical kit to cover all contingencies made up by a local G.P. We also carried sufficient liquid refreshments to cover requirements for the race and the return trip to New Zealand, as our overseas fund allowances were limited. These stores, plus sails, spare gear and crew's effects, put the yacht three inches below her designed draught.

The Race - Prior to the start at 1.30 p.m., there was an ideal breeze which, unfortunately, was gradually dying away so that by the time the starting gun fired there were only very light airs, plus an ebbing tide, to take the competitors over the line.

Unfortunately for the competitors, it seemed as though every yacht and power-boat in Auckland - and there are over a thousand yachts not counting the power-boats in that city - had turned out to see the start of the race; consequently, it was difficult to distinguish competitors from spectators. The foreshore and vantage points were also crowded with spectators to see the yachts off on their long journey.

The thirty-six competing yachts sailed for or, to put it more correctly, drifted out through the Rangitoto Channel, which leads into the Auckland Harbour. We managed to sail out into the Hauraki Gulf before the tide turned at 5 p.m., having taken 3½ hours to travel five miles.

Tea at 6 p.m. and watches set, Charles and Don in the first watch 6-10 p.m., Douglas and myself in the 10 p.m.-2a.m., and Bill and Roger in the 2-6 a.m. Douglas, the cook, and I went on day work from 6 a.m., to 6 p.m., the day watch being shared by the other two watches. The watches were rostered so that the watchkeepers did not have the same hours of duty.

The first night out we experienced one of those rare occurrences on the New Zealand coast - fog. During our watch we were sailing with a fresh beam wind, logging 6½ knots in fog, and knowing that our course took us within close proximity to Canoe Rock, when Douglas and I had the pants scared off us. The sea suddenly turned white and our immediate thoughts were, 'Hell' Canoe Rock!', when I realised that we were sailing through a large area of phosphorescent water.

At day-break Moko Hinau Island was abeam and the departure position fixed for our course to Fiji. The recommended course for ocean racing is to sail the rhumb line course and not go 'chasing the wind'. Some yachts kept farther east, hoping to pick up the South East Trade winds earlier than the others, while others sailed up the west of the rhumb line hoping to pick up the stronger winds of the forecast cold fronts which we were to expect later. Ours was the middle course, along with the majority of the yachts.

The first day out was ideal sailing weather - blue seas, sunny sky - but still toochilly for us warm-blooded Antipodeans to sunbathe. Towards evening the barometer began to fall and a swell build up from the north, indications of an appraoching front. Local radio stations broadcast special weather reports for the yachts and the 'mother ship', a 50-foot motor sailer, broadcast reports at 4.30 p.m., when each yacht reported her position, course and speed.

When Doug and I came on watch at 2 a.m., it was blowing hard from the north west, raining, and the occasional dollop of spray coming over to liven things up. The previous watch had already reefed the mainsail but we had to call the watch below to change to a smaller headsail.

Roger, in the previous watch, was heard to ask the gods, 'What the b..... hell am I doing out here in the middle of the ocean on a night like this?' The poor kid was wet, cold and seasick.

By morning the wind had shifted to the south west, the sky cleared to balls of cotton wool clouds and, with this wind on the quarter and with spinnaker set, the "Touche" was logging her designed speed of seven knots.

That night we were once again sailing under reduced sail as another 'front' passed over, bringingrain, spray and calls for the watch below. Why this always happens at night remains an unsolved mystery to deep-water sailors.

With thirty-six yachts racing together one would think that there would be plenty of company but, strange as it may seem, we passed two yachts during the night - we could see their navigation lights - and at daybreak an additional sail was sighted on our port beam in the morning sunlight.

By the third day out we were alone as we sailed into an area of light airs and calms which lasted for the next two days. I won't bore you with the frustration of trying to sail a yacht in light zephyrs, with the ocean swell causing the sails to slat and bang, creaking gear and every imaginable disconcerting noise to interfere with one's sleep and fray the nerves. It is at a time such as this when the true character of one's shipmates comes to the fore. Living under the cramped conditions of a cabin 12' x 8', with 5' head-room, are tough enough without the added discomfort of rolling around in a calm sea and heavy swell. That we all lived harmoniously under these conditions are due to the owner's selection of his crew.

The meals had consisted of hot soup and coffee during the night watches, cornflakes with tinned fruit, followed by bacon and eggs for breakfast. At 11 a.m. daily the sun climbed 'over the yardarm' and we lightened ship by opening a few cans of 'Nut Brown' from the ice-box. At 5 p.m. Douglas started preparing the evening meal, while the navigator prepared for 'Happy Hour', arranging the various bottles of spirits according to the crew's individual tastes. How did we cope with dish-washing? No worry, thanks to Douglas's ingenuity. He had purchased plastic plates and cups - which we deposited over-side as soon as finished with.

By this time the watches had settled down and established themselves as 'The Silent Ones', (Charles and Don); 'The Talkers', (Bill and Roger); and 'The Songsters', (Doug and myself). Doug taught me ditties learnt during his Air Force days while I taught him other ditties learnt during my pre-sea training period in "Conway" - songs sung while doing 'freshwater punishment' on the old Downton Pump. These spells of subdued renditions helped to pass the night watches.

During the third night the wind gradually freshened from the south, so that by morning of the fourth day we were running before a fresh following wind with full sail and spinnaker set, and a big following swell with the occasional breaking sea and the odd 'rogue' breaking into the cockpit, giving the helmsman an unscheduled bath. These conditions lasted for the next four days. At times we were surfing down the front of the swells with the speed needle flicking on the twelve-knot mark and the bow wave starting abreast the rigging with the top of the wave about a foot above the deckline. The Ride of the Valkyries hadn't anything on us!

During the early hours of the third morning of hard sailing the spinnaker tore at the outer clew, when the off-duty watch were called out to help subdue the mighty beast while being lowered, while Doug and I were called to organise repairs. We spent two hours stitching and reinforcing with plastic adhesive tape. Repairs effected, the spinnaker was rehoisted and the down--hill ride resumed. Half an hour later all our good work went for nought; down came the spinnaker, a knot tied in the sail above the tear and away we went.

Taking observations of the sun under the foregoing conditions would be similar to taking sights from the back of a buckjumping horse. With the big swells and the height of eye about eight feet, there were infrequent appear--ances of the horizon and it would take any time up to twenty minutes before one could say that he had a reasonably accurate 'sight'. However, the high--light of the race was the day that the Royal New Zealand Air Force's newly acquired Orion anti-submarine 'plane flew over the fleet, giving a check on noon positions. Our latitude was 'dead on' and the longitude a difference of half a mile. The owner immediately ordered drinks all round to celebrate the navigator's ability and to prove that the noon-day crosses on the chart were not 'navigator's fiddles'.

On the ninth day out of Auckland a landfall was made off Kandavu Island, a large island lying some sixty miles south of Suva, but we still had to sail past this island and its thirty-mile-long Great Astrolade Reef of coral which extends northward from the island's eastern end before altering course to the north-west for Suva.

During the day the wind gradually freshened from the south-east and by the time Solo Lighthouse at the northern tip of the reef was abeam at 3 p.m., the wind had reached twenty-five knots and was still increasing and we were once more 'surfing'. Rain squalls were building up over Viti Levu and with the sun in our eyes landmarks were indistinguishable.

Approaching the outlying reef off Suva Harbour, the wind had increased to thirty-five knots, our speedo cable had broken, putting that instrument out of action three days before, so our dead reckoning was on 'guesstimation'. Landmarks were still undiscernible due to the failing light and rainsqualls and running onto a lee shore with all sails set was (although I knew the approaches well, having spent some time as a master of a regular trader operating out of that port) nevertheless a bit of a strain on the nerves.

Just before the light faded into what was anything but a balmy tropical night, I suggested that we lower the spinnaker, as we could not see any of the lights leading into the harbour through the reef and the first indication of our proximity to the reef would be seeing the break of the seas as they hit the submerged coral reef. To give some idea of the wind's strength, it normally takes one man to pull the cord releasing the clip attaching the spinnaker onto the pole; but on this occasion it required the strength of two men to release the sail.

Shortly after the above event, the lights of two of our competitors were sighted to the westward. They had come around the western end of Kandavu Island. "Come on man, we've got to beat those two over the finishing line", ordered Charles. No trouble to him - he had previously put me on the tiller during the sail-lowering operation. Fortunately, the rain cleared, leading lights and others became visible and the breaking reef appeared half a mile to leeward. Taking a shortcut along the edge of the reef to beat the opposition, we crossed the finish line inside the harbour entrance at 7.15 p.m. - nine days, five hours, fifteen minutes out from Auckland - an average speed of 4.5 knots.

Once over the line the sails were lowered, the motor started and course steered for the wharves, where we hoped to find someone to direct us to our berth at the Royal Suva Yacht Club. We were soon hailed by a speedboat on which was one of the two doctors giving yachts their medical clearances, and who was also our pilot to the Yacht Club berths.

Rain had produced its reduced visibility once more and 'Doctor Mac' was unable to see through his rain-spattered glasses so told us to look for an

unlighted pile beacon which had to be given a wide berth before rounding to port. After much straining of eyes the beacon was located, safely rounded, and the final half-mile safely negotiated to our Yacht Club berth.

As soon as the "Touche" was securely moored, a member of the host club boarded with a 'dozen' as a gift from the local brewery, and a packet of cigarettes for each crew member.

After the prize-giving two days later - our handicap position was nineteenth - the majority of the yachts left Suva, some to return to New Zealand, others to cruise among the islands.

We spent two weeks in the Fiji Group and Charles and Roger and I sailed the yacht to New Zealand. That story may come later.

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M.V. "BARON INCHCAPE" - AUGUST, 1971.

On board the "Baron Inchcape" we are indeed lucky to have two very distingu--ished - or they will be when this world-shattering news is released - horticul--turists; Macduff's answer to Percy Thrower and Clydebank's answer to R. & G. Cuthberts ('The Nation's Seedmen') or, as the salary computer knows them, two Third Engineers!

As everyone is doubtless aware, the new tonnage is the last word in floating luxury (if you keep the engine-room door shut) for we have everything, even down to potted plants, but alas, after a few weeks out of Haugesund our plants were looking a little wilted.

Our Third decided to take charge personally of our little green (some, by this time, brown) friends and within a few weeks the plants were growing strongly and the flowers blooming. Everyone wondered what his secret was and then, one day, he was caught red-handed - or slightly brown-handed - coming out of the engine-room with half-a-gallon of brown liquid which was subsequently used to 'water' the plants. Investigations were made and it was discovered that he was using Activated Floc which, just in case it's slipped your memory, is the general term used for the purifying micro-organisms used in the sewage treatment plant which feed on the sewage and convert it into harmless effluent.

During those weeks our Third had been making an intensive study of the effects of Floc on the plants and recording every detail - growth rate, colour intensity, etc., and had discovered that the Floc-treated plants were definitely flourishing. How it works exactly is not really known as the micro-organisms die if not fed with sewage; however, the plants thrive on dead Floc. It has been noticed, certainly, that plants do grow in graveyards, so there could, perhaps, be some connection there!

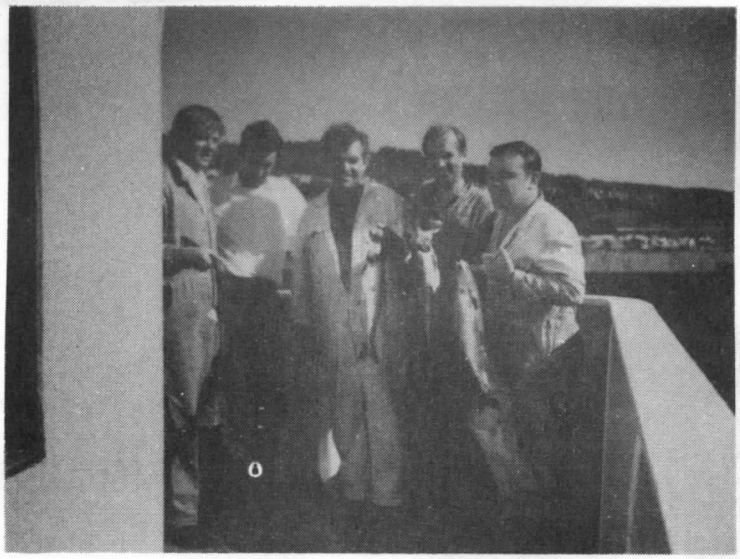
Our Extra Third immediately recognised the commercial prospects, not for selling Floc, but the growing of vegetables, tomatoes, lettuce, spring onions, etc., for the Chief Engineer and lemons were even contemplated for the Second Engineer's tea, but that was ruled out as there isn't enough space in the control room. It is envisaged that with all these vegetables, they could be sold to the Catering Officer and the proceeds put into the Engineers' Beer Fund, or used to delete possible engineers' debts in the 'Bridge School'. Work on the production of vegetables has now started with carrots, under the watchful eye of our Extra Third (as it is now a commercial venture), thanks to a going-away present of fourteen carrot seeds from Mr. Chapman of Ruston to the Second Engineer on the vessel's departure from Haugesund.

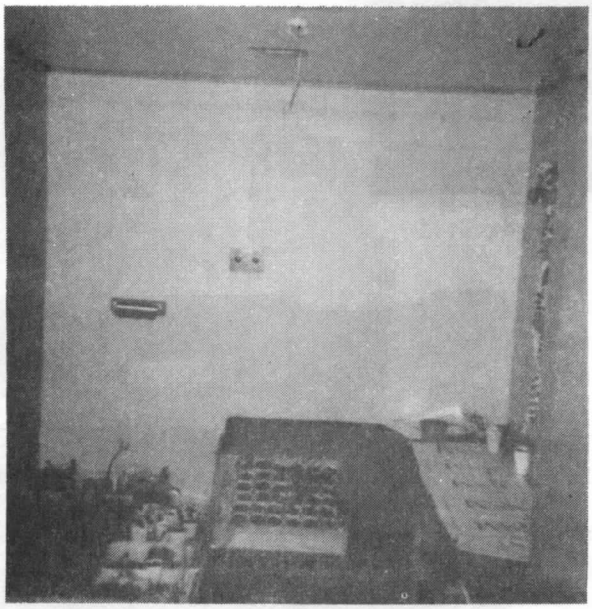
The exact part of the sewage treatment plant where our Third draws off the Floc is a secret known only to himself, but he informs us that if it is taken from the chlorination tank is has diabolical effects on the dahlias!

The accompanying photograph is of our two Thirds, centre and extreme right, together with the Radio Officer, Catering Officer and the Vancouver Pilot, showing that they are also extremely skilful in the art of fishing (three salmon and a small shark) and shows the happy, smiling faces of the two potted-plant, fishing and A.O. lovers, looking so very pleased because they have just changed a liner in record time. The time taken is another secret for we'd hate the time and motion people to find out as this could perhaps effect the time available to devote to the production of vegetables and fishing.

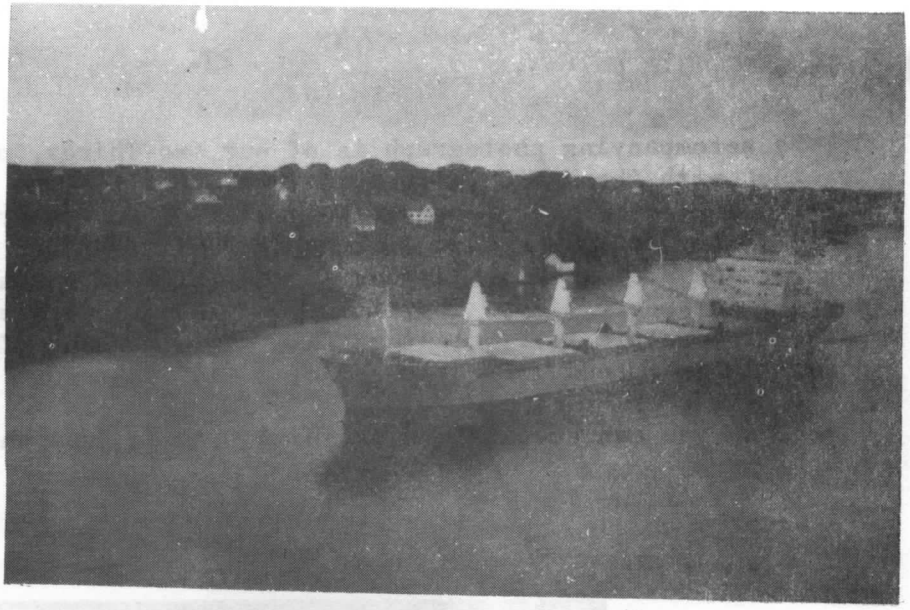
So, as you can see, life with the A.O.'s is just one big bed of roses!

J.A.



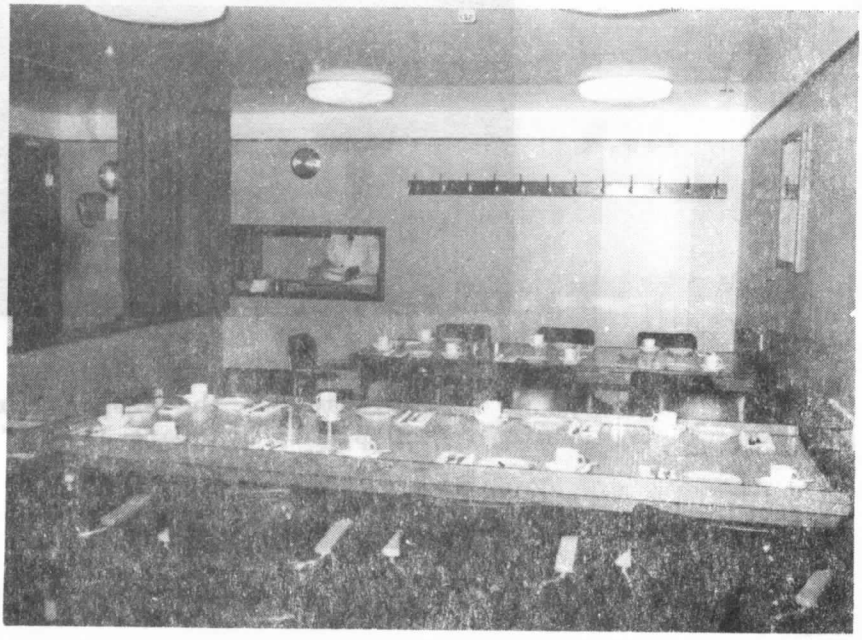


Another horticultural adventure - the propagation of plants by "Cape York's" Chief Officer.



m.v. "Cape Grafton" near Haugesund

View forward over foredeck



Dining-area in Crew's Lounge/Dining Room

The following acccunt of a paddle steamer race on the River Forth is taken from a book called 'Pencillings By The Way' printed in 1844 and written by an American author of the time by name Nathaniel P. Willis. It was originally published in the New York Mirror.

This contribution comes from Mr. J. Robertson, Glasgow, and as he mentions, it is a pity that Mr. Willis did not, as far as we know, write a similar account of paddle steamer racing on the River Clyde.

October, 1834.

"I was delighted to find Stirling rather worse than Albany in the matter of steamers. I had a running fight for my portmanteau and carpet-bag from the hotel to the pier, and was at last embarked in entirely the wrong boat, by sheer force of pulling and lying. They could scarcely have put me in a greater rage between Cruttenden's and the Overslaugh.

The two rival steamers, the "Victory" and the "Ben Lomond", got under weigh together; the former, in which I was a compulsory passenger, having a flageolet and a bass drum by way of a band, and the other/dozen lusty performers and most of the company. The river was very narrow and the tide down, and though the other was the better boat, we had the bolder pilot and were lighter laden and twice as desperate. I found my own spunk stirred irresistibly after the first mile. We were contending against odds, and there was something in it that touched my Americanism nearly. We had three small boys mounted on the box over the wheel, who cheered and waved their hats at our momentary advantages; but the channel was full of windings, and if we gained on the larboard tack we lost on the starboard. Whenever we were quite abreast, and the wheels touched with the narrowness of the river, we marched our flageolet and bass-drum close to the enemy and gave them a blast 'to wake the dead', taking occasion, during our moments of defeat, to recover breath and ply the principal musician with beer and encouragement. It was a scene for Cooper to describe. The two pilots stood broad on their legs, every muscle on the alert; and though "Ben Lomond" wore the cleaner jacket, "Victory" had the 'varminter' look. You would have bet on "Victory" to have seen the man. He was that wickedest of all wicked-looking things, a wicked Scotchman - a sort of saint-turned-sinner. The expression of early good principles was glazed over with drink and recklessness, like a scene from the Inferno painted over a Madonna of Raphael's. It was written in his face that he was a transgressor against knowledge. We were, perhaps, a half-dozen passengers, exclusive of the boys, and we rallied round our Bardolph-nosed hero and applauded his skilful manoeuvres; sun, steam, and excitement together producing a temperature on deck that left nothing to dread from the boiler. As we approached a sharp bend in the course of the stream, I perceived, by the countenance of our pilot, that it was to be a critical moment. The "Ben Lomond" was a little ahead but we had the advantage of the inside of the course, and very soon, with the commencement of the curve, we gained sensibly on the enemy and I saw clearly that we should cut her off by a half-boat's length. The three boys on the wheel began to shout, the flageolet made all split again with 'The Campbells are Comin', the bass-drum was never so belaboured, and "Up with your helm!" cried every voice as we came at the rate of twelve miles in the hour sharp onto the angle of mud and bullrushes and, to our utter surprise, the pilot jammed down his tiller and ran the battered nose of the "Victory" plump in upon the enemy's forward quarter! The next moment we were going it like mad down the middle of the river and far astern stuck the "Ben Lomond" in the mud, her paddles driving her deeper at every stroke, her music hushed, and the crowd on her deck standing speechless with amazement. The flageolet and bass-drum marched aft and played louder than ever and we were soon in the open firth, getting on merrily, but without competition, to the sleeping isle of Inchkeith. Lucky "Victory"! luckier pilot! to have found an historian! How many a red-nosed Palinurus - how many a bass-drum and flageolet have done their duty as well, yet achieved no immortality!".

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QUIZ ANSWERS

1. A Scottish peak of 3,000' or more. There are 227 in Scotland.
2. From a Northern commander in the American Civil War. Gen. Ambrose E. Burnside is credited with starting the fashion.
3. A Scots term for a lamplighter's carbide and water lighter used for lighting gas lamps.
4. A saint.
5. Greenwich.
6. The Arabian Sea.
7. St. Mary-le-Bow.
8. The study of words.
9. Cowboy-farmers of Chile.
10. Blucher.
11. Sitwell.
12. The Rocket; Novelty; Sans Pareil; Perseverance.
13. A 2 - Dover Road; A 3 - Portsmouth Road; A 5 - Holyhead Road.
14. Rhesus factor (or RH factor).
15. Germany. The eve of May Day when witches were supposed to celebrate their Sabbath on Brocken, the highest peak in the Harz Mountains.
16. He looked into his mirror-like shield so that he could see where to aim his sword to cut off her head. Medusa and her Gorgon sisters were so ugly that anyone looking directly at them turned to stone.
17. An herbivorous animal.
18. To make holes in wood - originally for brads (small nails).
19. Ermine.
20. Chlorophyll. Most plant cells do not produce chlorophyll unless the plant is exposed to sunlight.

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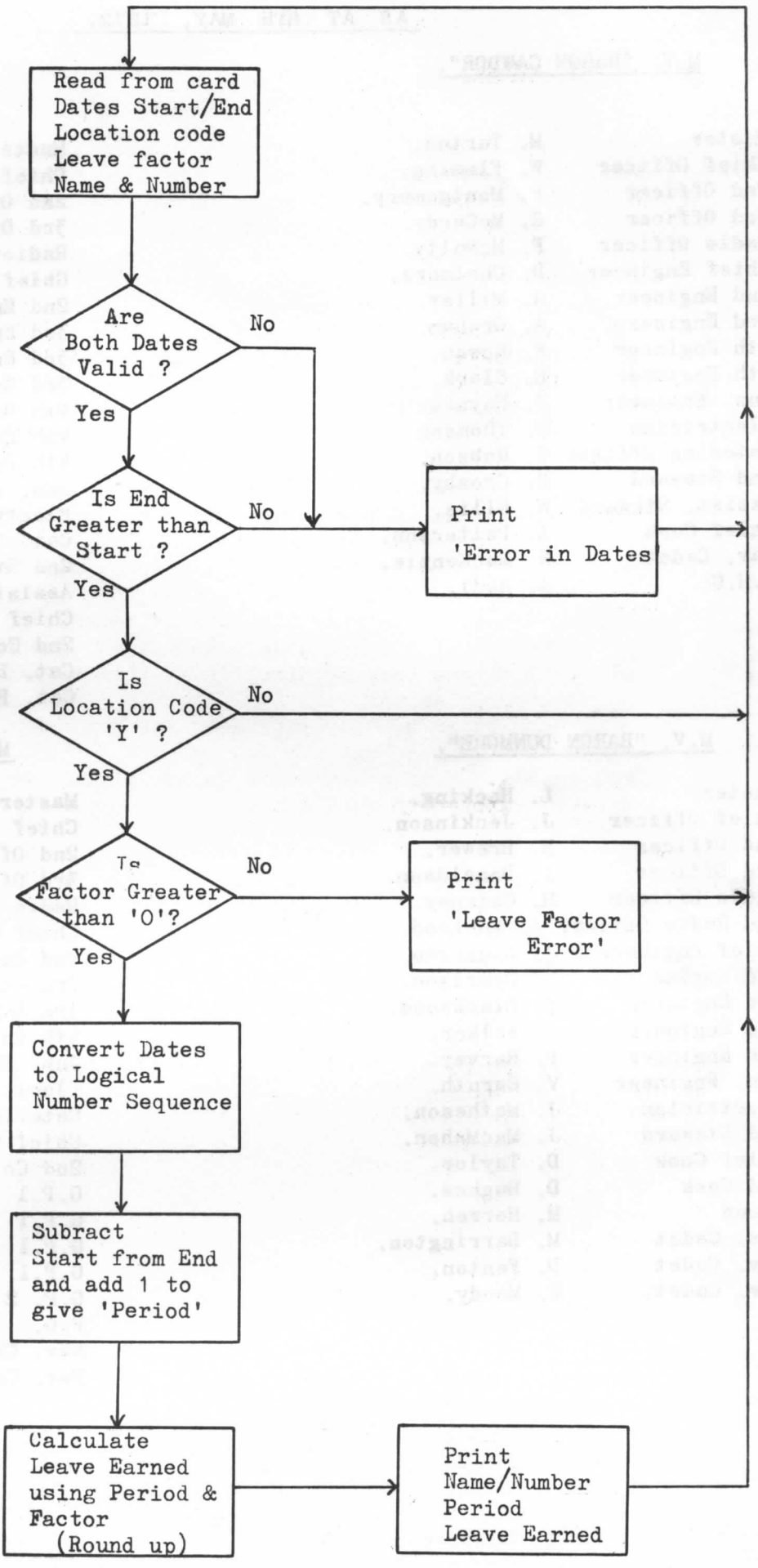
CROSSWORD SOLUTION

Across			Down		
	1.	After		1.	Abstraction
	4.	Measles		2.	Tempt
	8.	In		3.	Roman
	9.	Mimic		4.	Mice
	10.	Nap		5.	Anger
	12.	Ewe		6.	Lined
	14.	Rotund		7.	Ena
	17.	Dredge		11.	Preparation
	18.	On		13.	Wearer
	19.	Chaste		15.	Upshot
	20.	Hernia		16.	Doe
	21.	Pi		20.	His
	22.	Indoor		23.	Danes
	25.	Strata		24.	Osier
	28.	A.T.S.		26.	Tooth
	30.	Nun		27.	After
	32.	About		29.	Save
	33.	S.E.		31.	Use
	34.	Reserve			
	35.	Heron			


Read from card
Dates Start/End
Location code
Leave factor
Name & Number
Are
Both Dates
Valid ?
No
Yes
Is End
Greater than
Start ?
No
Print
'Error in Dates'
Yes
Is
Location Code
'Y' ?
No
Yes
Is
Factor Greater
than '0'?
No
Print
'Leave Factor
Error'
Yes
Convert Dates
to Logical
Number Sequence
Subract
Start from End
and add 1 to
give 'Period'
Calculate
Leave Earned
using Period &
Factor
(Round up)
Print
Name/Number
Period
Leave Earned

P E R S O N N E L

AS AT 8TH MAY, 1972.

M.V. "BARON CAWDOR".

Master	M. Turton.
Chief Officer	W. Fleming.
2nd Officer	P. Montgomery.
3rd Officer	C. McCurdy.
Radio Officer	F. McNulty.
Chief Engineer	D. Chalmers.
2nd Engineer	A. Miller.
3rd Engineer	A. Graham.
4th Engineer	N. Rowan.
4th Engineer	E. Clark.
Jun. Engineer	S. Haynes.
Electrician	W. Thomson.
Catering Officer	T. Robson.
2nd Steward	B. Crosby.
Assist. Steward	W. Ellis.
Chief Cook	A. Patterson.
Nav. Cadet	N. MacKenzie.
D.H.U.	A. Abdi.

M.V. "BARON DUNMORE".

Master	L. Hocking.
Chief Officer	J. Jenkinson.
2nd Officer	N. Brewer.
3rd Officer	J. Donaldson.
Radio Officer	M. Cairney.
2nd Radio Officer	A. MacLeod.
Chief Engineer	J. Loughran.
2nd Engineer	G. Harrison.
3rd Engineer	J. Blackwood.
3rd Engineer	A. Walker.
4th Engineer	P. Harvey.
Jun. Engineer	V. Caruth.
Electrician	J. Matheson.
2nd Steward	J. MacMahon.
Chief Cook	D. Taylor.
2nd Cook	D. Hughes.
Bosun	M. Horreh.
Nav. Cadet	M. Barrington.
Nav. Cadet	D. Fenton.
Nav. Cadet.	E. Moody.

M.V. "CAPE CLEAR".

Master	A. Fraser.
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. Hughes.
3rd Engineer	J. McNeill.
3rd Engineer	W. Johnson.
4th Engineer	J. Thornton.
4th Engineer	W. Muirhead.
4th Engineer	D. McArthur.
Jun. Engineer	R. Lawrie.
Electrician	G. Rowe.
Cat. Officer	R. Loadwick.
2nd Steward	L. Hutchison.
Assist. Steward	W. Brown.
Chief Cook	J. McGurk.
2nd Cook	D. Taylor.
Cat. Boy	O. Meharry.
Cat. Boy	W. Ross.

M.V. "BARON FORBES".

Master	G. Anderson.
Chief Officer	D. Jones.
2nd Officer	G. Copley.
3rd Officer	K. Gunn.
Radio Officer	J. Thomson.
Chief Engineer	E. Good.
2nd Engineer	W. Veitch.
3rd Engineer	I. MacRury.
3rd Engineer	A. Kennedy.
4th Engineer	D. Melville.
Jun. Engineer	D. Van Trotsenburg.
Electrician	L. Hunter.
Catering Officer	J. Rossiter.
Chief Cook	M. Driscol.
2nd Cook	A. McAvoy.
G.P.1	A. MacLeod.
G.P.1	J. Morrison.
G.P.1	S. Forbes.
G.P.1	H. Saduski.
G.P. 2	G. MacCrae.
P.O.	J. Young.
Nav. Cadet	G. Scott.
Nav. Cadet	G. Shearer.

M.V. "CAPE GRAFTON".

Master	D. Sinclair.
Chief Officer	W. Andersen.
2nd Officer	J. Niblock.
3rd Officer	J. Anderson.
Radio Officer	D. MacLeod.
Chief Engineer	W. White.
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. Cat. Boy	S. Peebles.
G.P. Cat. 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.

M.V. "CAPE FRANKLIN".

Master	A. Sutherland.
Chief Officer	P. Fenwick.
2nd Officer	P. Smart.
3rd Officer	D. Brannan.
Radio Officer	C. Ritchie.
Chief Engineer	T. Dickinson.
2nd Engineer	J. Sutherland.
3rd Engineer	R. Porteous.
4th Engineer	T. Brankin.
Jun. Engineer	A. Devlin.
Jun. Engineer	E. Holdsworth.
Jun. Engineer	G. McRea.
Electrician	A. Priddy.
Catering Officer	H. Martin.
Assist. Steward	A. MacPhail.
Chief Cook	E. McLaughlin.
2nd Cook	D. Aurelius.
Bosun	V. Hume.
Carpenter	F. Dixon.

M.V. "CAPE NELSON".

Master	A. McLeod.
Chief Officer	J. Purdon.
2nd Officer	K. Maktari.
3rd Officer	W. Finnie.
Radio Officer	L. Cameron.
Chief Engineer	J. Crosby.
2nd Engineer	R. Allan.
3rd Engineer	R. Kennedy.
4th Engineer	P. Hopley.
Jun. Engineer	H. You.
Jun. Engineer	J. Brown.
Jun. Engineer	C. McCallum.
Electrician	W. Laing.

M.V. "CAPE LEEUWIN".

Master	I. Tyrrell.
Chief Officer	D. Taylor.
2nd Officer	J. Johnstone.
3rd Officer	A. Morris.
Radio Officer	N. Smith.
Chief Engineer	A. Alexander.
2nd Engineer	G. McEwan.
3rd Engineer	A. Cortopassi.
4th Engineer	D. Carmichael.
4th Engineer	C. Greig.
Electrician	J. McMillan.
Catering Officer	G. Daddy.
G.P. Steward	P. Mawston.
G.P. Cook	J. Johnstone.
G.P. Catering Boy	J. MacPhail.
G.P. Catering Boy	M. Jones.
C.P.O.	J. McCormack.
G.P.1	J. Somers-Harris.
G.P.1	J. White.
G.P.1	W. MacLeod.
G.P.1	A. MacDonald.
G.P.1	B. Barron.
G.P.1	R. Ali.
G.P.1	T. Atkinson.
E.R.S.	M. Hussein Hersi.
Nav. Cadet	J. Wolstenholme.
Nav. Cadet	D. Smith.

M.V. "CAPE HOWE".

Master	C. Mallett.
Chief Officer	J. McNeill.
2nd Officer	I. Robertson.
3rd Officer	M. Beeley.
Radio Officer	D. Poole.
Chief Engineer	W. Kinnear.
2nd Engineer	J. Riddle.
3rd Engineer	R. Elniff.
4th Engineer	N. Ramsay.
Jun. Engineer	H. Keenan.
Jun. Engineer	R. Walker.
Jun. Engineer	H. Troger.
Electrician	W. Lothian.
Catering Officer	P. Mulhern.
2nd Steward	R. Van-Mock.
Assist. Steward	F. Welsh.
Chief Cook	J. MacKinnon.
2nd Cook	P. Care.
Bosun	G. Williams.
Nav. Cadet	C. Dowie.

M.V. "CAPE NELSON" - Cont'd.

Catering Officer	J. Weir.
Chief Cook	B. Lewis.
2nd Cook	M. Radford.
Bosun	V. Mitchell.
Carpenter	A. Koks.
Nav. Cadet	D. Gordon.

M.V. "CAPE SABLE".

Master	N. Walsh.
Chief Officer	A. Michie.
2nd Officer	S. Wright.
3rd Officer	C. Stephenson.
Radio Officer	C. Adamson.
Chief Engineer	W. Carrigan.
2nd Engineer	J. Cummings.
3rd Engineer	T. Stafford.
3rd Engineer	J. Hannigan.
4th Engineer	R. Wilson.
Jun. Engineer	D. Wild.
Electrician	P. Cook.
Catering Officer	R. Diamond.
2nd Steward	V. Bettis.
Chief Cook	J. McGarrigle.
2nd Cook	S. Powell.
Nav. Cadet	R. Abercrombie.
Nav. Cadet	D. Wood.

M.V. "CAPE ST VINCENT".

Master	J. Tattersall.
Chief Officer	A. Dickie.
2nd Officer	M. Smith.
3rd Officer	A. Riley.
Radio Officer	D. Roche.
Chief Engineer	T. McGhee.
2nd 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 WRATH".

Master	G. Towers.
Chief Officer	P. Richardson.
2nd Officer	P. Flynn.
3rd Officer	D. Lunn.
Radio Officer	C. Page.
Chief Engineer	W. Hughes.
2nd Engineer	D. Smart.
3rd Engineer	A. Gartside.
4th Engineer	D. Bremner.
4th Engineer	T. Connor.
Jun. Engineer	B. Hilland.
Electrician	M. Martin.
Catering Officer	A. Randle.
Chief Cook	G. Waters.
2nd Cook	P. Barker.

M.V. "CAPE YORK".

Master	T. Edge.
Chief Officer	F. Pearson.
2nd Officer	M. Carroll.
3rd Officer	H. Hanna.
Radio Officer	J. Donald.
Chief Engineer	F. Young.
2nd Engineer	H. Ostermann.
3rd Engineer	R. Dempster.
4th Engineer	J. Radcliffe.
Jun. Engineer	W. Kearney.
Electrician	R. Knight.
Catering Officer	J. Hotchin.
Chief Cook	T. Costello.
2nd Cook	J. Gibson.
Bosun	A. Hassan.
Nav. Cadet	D. Fitzpatrick.

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	R. Taylor.
2nd Engineer	W. Wallace.
3rd Engineer	R. Liddle.
4th Engineer	J. Russell.
4th Engineer	G. Clement.
Electrician	J. Wightman.
Catering Officer	W. Gray.
G.P. Steward	J. Sutherland.
G.P. Cook	J. Ridgeway.
G.P. Cat. Boy	S. Evans.
G.P. Cat. Boy	K. Brooks.
C.P.O.	M. Neil.
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.
P.O.	T. Nicol.
Nav. Cadet	I. Waters.

M.V. "BARON RENFREW".

Master	D. Gordon.
Chief Officer	C. MacDonald.
2nd Officer	D. Coe.
3rd Officer	A. Lanfear.
Radio Officer	B. Breslin.
Chief Engineer	A. Smith.
2nd Engineer	F. Beer.
3rd Engineer	R. Smillie.
4th Engineer	M. Jacob.
4th Engineer	W. Syme.
Electrician	J. Jolly.
Catering Officer	E. Hunter.
G.P. Steward	M. McClory.
G.P. Cook	W. Mitchell.
G.P. Cat. Boy	B. Pickles.
G.P. Cat. Boy	J. Robinson.
C.P.O.	C. Berriman.
G.P.1	N. Whitcombe.
G.P.1	E. Brennan.
G.P.1	K. Davidson.
G.P.1	P. Betmead.
G.P.1	M. Scales.
G.P.1	M. Lewis.
G.P.1	E. Terrett.
P.O.	P. McCubbin.
Nav. Cadet	G. Adams.
Eng. Cadet	J. Watson.

P E R S O N N E L
(Cont'd)

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	M. Jones.
2nd Engineer	J. O'Hara.
3rd Engineer	R. MacRae.
3rd Engineer	J. Milne.
4th Engineer	D. Livingstone.
Electrician	D. MacLellan.
Catering Officer	A. McGill.
G.P. Steward	B. Sinclair.
G.P. Cook	J. Cassidy.
G.P. Cat. Boy	N. Gardiner.
G.P. Cat. Boy	J. Brown.
C.P.O.	M. Wisher.
G.P.1	D. Thornton.
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	J. Peterson.
Chief Officer	R. Gavine.
2nd Officer	L. Morrison.
3rd Officer	B. Ellis.
Radio Officer	R. Boatman.
Chief Engineer	J. Watson.
2nd Engineer	H. Masson.
3rd Engineer	T. McLaughlin.
4th Engineer	A. MacMillan.
Electrician	R. McIntosh.
Catering Officer	J. Swanson.
G.P. Cook	J. David.
G.P. Cat. Boy	R. Daniels.
G.P. Cat. Boy	K. Stewart.
G.P.1	V. Straher.
G.P.1	D. Sydney.
G.P.2	I. Hamilton.
G.P.2	J. Charle.
P.O.	O. Taylor.
Nav. Cadet	D. Johnston.
Nav. Cadet	A. Logan.

M.V. "CAPE HORN".

Master	G. Roger.
Chief Officer	M. Kelly.
2nd Officer	P. Diason.
3rd Officer	C. Twomey.
Radio Officer	R. Faulds.
Chief Engineer	R. Hartley.
2nd Engineer	D. Wright.
3rd Engineer	J. Riddle.
3rd Engineer	J. Dillon.
4th Engineer	B. Coreless.
Electrician	B. Hallas.
Catering Officer	H. Scollay.
G.P. Steward	J. Harrison.
G.P. Cook	A. MacColl.
G.P. Cat. Boy	H. Barlow.
G.P. Cat. Boy	M. Ware.
C.P.O.	M. Williams.
G.P.1	R. Moore.
G.P.1	S. Gilles.
G.P.1	J. Sander.
G.P.1	J. Munro.
G.P.1	K. Weaver.
G.P.3	J. MacPherson.
P.O.	B. Mahoney.
Nav. Cadet	R. MacLeod.
Nav. Cadet	S. Hall.

M.V. "BARON BELHAVEN".

Master	G. Downie.
Chief Officer	J. Gaul.
2nd Officer	T. Walker.
3rd Officer	A. Latty.
Radio Officer	R. Sambrook.
Chief Engineer	W. Saddler.
2nd Engineer	I. Munro.
3rd Engineer	H. Lloyd.
4th Engineer	G. MacPherson.
Electrician	P. Wilson.
2nd Electrician	W. Peace.
Catering Officer	I. MacDonald.
G.P. Steward	J. Hendry.
G.P. Cook	F. Scotland.
G.P. Cat. Boy	D. Ross.
G.P. Cat. Boy	O. Breedy.
C.P.O.	J. Charle.
G.P.1	W. Best.
G.P.1	F. Bryan.
G.P.1	A. Egbert.
G.P.2	P. Robinson.
G.P.2	C. Kitt.
P.O.	C. Major.
Nav. Cadet	W. McKie.
Nav. Cadet	J. MacArthur.

PERSONNEL
(Cont'd)

M.V. "TEMPLE BAR".

Master	J. Roberts.
Chief Officer	G. MacGregor.
2nd Officer	P. MacKay.
3rd Officer	J. Gillespie.
Radio Officer	E. Miller.
Chief Engineer	A. Wilson.
2nd Engineer	D. Morrison.
3rd Engineer	D. Dunlop.
4th Engineer	J. Aspden.
4th Engineer	C. Greaves.
Electrician	H. Buchanan.
Catering Officer	W. Mitchell.
G.P. Steward	D. Sinclair.
G.P. Cook	T. Jones.
G.P. Cat. Boy	A. Mooney.
G.P. Cat. Boy	D. Dove.
C.P.O.	D. Budd.
G.P.1	K. Neale.
G.P.1	V. Conway.
G.P.1	M. Dingwall.
G.P.1	T. Shave.
G.P.1	B. McInally.
G.P.1	J. Smith.
G.P.1	D. Haxton.
G.P.1	T. McKinnon.
G.P.3	P. King.
P.O.	W. Fox.
Nav. Cadet	M. Arden.

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. McNeill.
Catering Officer	J. Smith.
G.P. Steward	A. McIver.
G.P. Cook	J. Smith.
G.P. Catering Boy	E. Anderson.
G.P. Cat. Boy	P. Bainbridge.
G.P. Deck Boy	B. McKinnon.
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. MacKinnon.
G.P.1	S. Round.
G.P.1	J. Betty.
P.O.	F. Courtney.
Nav. Cadet	J. Dobson.

M.V. "BARON INCHCAPE".

Master	K. Dootson.
Chief Officer	W. Greatorex.
2nd Officer	J. Wood.
3rd Officer	J. Coombe.
Radio Officer	W. MacLeod.
Chief Engineer	W. Anderson.
2nd Engineer	T. Joyce.
3rd Engineer	I. Campbell.
3rd Engineer	H. MacPhail.
3rd Engineer	A. Buchanan.
Electrician	R. Walmsley.
Catering Officer	M. Watters.
G.P. Steward	M. Trainer.
G.P. Cook	J. Dreimen.
G.P. Cat. Boy	B. Irvine.
G.P. Cat. 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. Nicholson.
P.O.	W. Stephenson.
Nav. Cadet	T. Sloan.
Nav. Cadet	A. Potter.
Eng. Cadet	S. Beeley.

M.V. "TEMPLE INN".

Master	A. Davie.
Chief Officer	I. Wemyss.
2nd Officer	P. Wood.
3rd Officer	S. Campbell.
Radio Officer	P. Murray.
Chief Engineer	R. Durban.
2nd Engineer	A.W. Adamson.
3rd Engineer	M. Currey.
3rd Engineer	P. Joyce.
4th Engineer	D. Abernethy.
Electrician	J. Leiper.
Catering Officer	R. Sherriff.
G.P. Steward	M. Glendinning.
G.P. Cook	G. Dunn.
G.P. Cat. Boy	A. Bannister.
G.P. Cat. Boy	W. Rothenburg.
C.P.O.	P. Sharman.
G.P.1	J. Bailey.
G.P.1	J. Challis.
G.P.1	M. MacPhee.
G.P.1	A. Campbell.
G.P.1	J. Flockhart.
G.P.1	B. Gray.
G.P.3	D. MacKay.
P.O.	R. Rafter.
Nav. Cadet	N. Smith.

M.V. "CAPE HAWKE".

Master	J. Hetherington.
Chief Officer	M. Murray.
2nd Officer	C. Campbell.
3rd Officer	A. MacDonald.
Radio Officer	M. Thomas.
Chief Engineer	J. MacKay.
2nd Engineer	D. Pennie.
3rd Engineer	A. Harbinson.
4th Engineer	E. Moffat.
Jun. Engineer	R. Adamson.
Electrician	J. Rowland.
Catering Officer	J. Steventon.
G.P. Steward	R. Spencer.
G.P. Cook	K. MacKay.
G.P. Cat. Boy	J. Hanna.
G.P. Cat. Boy	V. Cairns.
C.P.O.	J. McFarlane.
G.P.1	R. Welsh.
G.P.1	D. MacDonald.
P.O.	K. Humphries.
Nav. Cadet	P. Brennan.
Nav. Cadet	W. Urquhart.

AWAITING APPOINTMENT

Master	J. MacKay.
Chief Officer	F. Kelly.
3rd Officer	R. Richardson.
Chief Engineer	M. Porterfield.
Chief Engineer	A. Lounie.
G.P.1	J. MacLeod.
P.O.	M. Rowland.
2nd Steward	E. Kelly.
Nav. Cadet	C. Hurst.
Nav. Cadet	D. MacKenzie.

ON VOYAGE LEAVE.

Master	T. Baker.
Master	I. Barclay.
Master	A. Hunter.
Master	W. Warden.
Master	D. Innes.
Master	C. MacLean.
Master	C. Strachan.
Master	J. Macnab.
Chief Officer	J. Jennings.
Chief Officer	W. Kean.
Chief Officer	G. Dobbie.
Chief Officer	G. Cullen.
2nd Officer	N. Battersby.
2nd Officer	N. Clarke.
2nd Officer	L. Gilhooly.
2nd Officer	P. Brooks.
2nd Officer	J. Melville.
2nd Officer	I. MacLean.
2nd Officer	J. Henderson.
2nd Officer	R. Cameron.
2nd Officer	M. Roache.
2nd Officer	I. Herbert
3rd Officer	R. Stevenson.
3rd Officer	R. MacKenzie.
3rd Officer	J. Philips.
3rd Officer	G. Cunningham.
3rd Officer	A. Mathews.
Radio Officer	D. Gudgeon.

ON LEAVE - Cont'd.

Radio Officer	G. Walker.
Radio Officer	J. McDonagh
Radio Officer	J. Gray.
Radio Officer	P. Evans.
Chief Engineer	J. Allan.
Chief Engineer	D. MacLeod.
Chief Engineer	W. Muir.
Chief Engineer	N. Ogilvie.
Chief Engineer	B. Denmark.
Chief Engineer	J. Dawson.
Chief Engineer	D. Stirling.
Chief Engineer	K. Malhotra.
2nd Engineer	D. Anderson.
2nd Engineer	G. Law.
2nd Engineer	J. Ashcroft.
2nd Engineer	J. Gilmartin.
2nd Engineer	W. Renton.
2nd Engineer	I. Procter.
2nd Engineer	G. Carter.
2nd Engineer	A. Miller.
2nd Engineer	K. Mallory.
2nd Engineer	B. Sharp.
3rd Engineer	A. Dias.
3rd Engineer	J. Walkden.
3rd Engineer	J. Holden.
3rd Engineer	A. MacKinlay.
3rd Engineer	J. Stone.
3rd Engineer	J. Mathews.
3rd Engineer	C. Richardson.
3rd Engineer	J. Eckersley.
4th Engineer	J. Kelly.
4th Engineer	T. Orr.
4th Engineer	A. Murray.
4th Engineer	W. Green.
4th Engineer	R. Jeffreys.
4th Engineer	G. Leith.
4th Engineer	G. Cree.
Jun. Engineer	T. May.
Jun. Engineer	A. Bolton.
Jun. Engineer	D. Reid.
Jun. Engineer	M. Law.
Jun. Engineer	W. Keady.
Electrician	W. Hornshaw.
Electrician	G. Rutherford.
Electrician	J. MacKay.
Electrician	J. Gallacher.
Electrician	L. Judd.
Electrician	G. Andrews.
Electrician	A. Dowsett.
Electrician	A. Fanning.
Catering Officer	J. Blair.
Catering Officer	P. Coles.
Catering Officer	R. Cathcart.
Catering Officer	J. Clancey.
Catering Officer	T. Evans.
Catering Officer	J. MacDonald.
Catering Officer	A. Sisi.
Catering Officer	J. Drury.
G.P. Steward	L. Phillips.
G.P. Steward	J. Whitton.
G.P. Cook	W. Thomson.
G.P. Cook	T. Joyce.
G.P. Cook	A. MacCallum.
G.P.1	J. McKinnon.
G.P.1	D. Murray.
G.P.1	C. Kircaldy.

(Cont'd)

ON LEAVE - Cont'd.

G.P.1	R. Johnstone.
P.O.	T. McQuade.
2nd Steward	A. McCloskey.
Chief Cook	C. Ceetham.
2nd Cook & Baker	B. Tierney.
Bosun	P. MacPhee.
Bosun	E. Jama.
Nav. Cadet	D. Bramham.
Nav. Cadet	E. Henderson.
Nav. Cadet	D. Morrison.

STUDYING FOR:-

COOKS CERTIFICATE

2nd Steward	C. MacLeod.

MASTERS CERTIFICATE

Chief Officer	I. Taylor.
Chief Officer	A. Weir.
Chief Officer	J. MacKellar.

CHIEF OFFICERS CERTIFICATE

2nd Officer	A. Neil.
3rd Officer	R. Reid.

SECOND OFFICERS CERTIFICATE

3rd Officer	R. Mullen.
3rd Officer	R. Kincaid.
3rd Officer	J. Paget.
Nav. Cadet	R. Wiggans.

CHIEF ENGINEERS CERTIFICATE

2nd Engineer	C. MacCrae.
3rd Engineer	I. Andrews.

SECOND ENGINEERS CERTIFICATE

3rd Engineer	D. Drummond.
4th Engineer	G. Ramshaw.
Jun. Engineer	D. Patterson.

SICK LEAVE

2nd Officer	R. Duncan.
Radio Officer	J. Chamberlain.
Chief Engineer	J. Cochrane.
4th Engineer	C. Westland.
Electrician	B. Martin.
C.P.O.	D. McMahon.
2nd Cook	T. Meharry.

TRAINING ONC PHASE I.

Nav. Cadet	M. Wilson.
Nav. Cadet	J. Croy.
Nav. Cadet	K. MacAuley.
Nav. Cadet	H. Watson.

TRAINING OND PHASE I.

Eng. Cadet	A. Samuel.
Eng. Cadet	D. Hardy.
Eng. Cadet	R. Taylor.
Eng. Cadet	J. Begg.
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.

TRAINING METC PHASE I.

Eng. Cadet	G. Blackwood.
Eng. Cadet	D. Bell.
Eng. Cadet	P. Gray.
Eng. Cadet	J. Love.
Eng. Cadet	A. Starrs.

TRAINING MID CADET RELEASE.

Nav. Cadet	P. Powell.

More Office News.

We were advised by the Town Clerk's Office, Glasgow Corporation, during March that the buildings extending from 34 - 54 Buchanan Street (which takes in Princes Square) have been included in the list of buildings of special architectural or historic interest.

This mean that no demolitiom or interior or exterior alteration which might change the character of the buildings can be carried out without permission being granted by the Local Planning Authority - in our case the Corporation of Glasgow.

Some readers will recall seeing in earlier TRIAD's (Autumn 1968 and Spring 1969) reference to the buildings and immediately surrounding areas in earlier years from which it would be apparent that we work in one of Glasgow's earlier city buildings.

Another building known to us which is situated quite near to Princes Square, in Queen Street in fact, has received a similar letter from the Town Clerk and although to all appearances a fairly ordinary, elderly building with no obvious merit, it is assumed that it has been listed because it remains an example of mid-Victorian office design, having been built for the purpose for which it is still used today. Recently, when one of the offices in the building was being cleared, a bill of lading relating to a shipment sent out by sea during the American Civil War was discovered.

FLEET NEWS (con'd. from Page 4)

"BARON INCHCAPE" - is due at Portland, Victoria, on 14th May with Nauru phosphate. Part will be discharged there and the balance at Geelong. From Geelong she will move to Port Pirie and there load zinc concentrates for Kokkola, Finland, and then call at Risdom, Tasmania, to lift a consignment of zinc bars and ingots destined for Avonmouth. Avonmouth is, of course, the first discharging port.

"TEMPLE INN" - loaded a parcel of barley at Bunbury, W.A. for Honolulu and then moved to Esperance for nickel concentrates for Vancouver, B.C. She is due at Honolulu on the 19th May. On completion at Vancouver she will be taken on Time Charter by Canadian Transport, delivery British Columbia, with redelivery Australia.

"CAPE LEEUWIN" - was taken over from her Builders on 4th May and then sailed from Horten the following day for Rotterdam, where she arrived on 7th May. She has been taken on Time Charter by Kuwait Shipping at Rotterdam and is loading there steel pipes for the Arabian Gulf, where she will be redelivered from Time Charterers. She then proceeds to Christmas Island to load phosphate for Eastern Australia.

During construction of this ship the Velle Company, manufacturers of the hatch-covers, requested that they be allowed to test a new design of hatch securing arrangement at one of the vessel's hatches. This was readily agreed to and at number six hatch on this ship is fitted an hydraulically-operated cleating arrangement. The system is of very simple design in that small hydraulic rams are located at each end of the hatchcoamings, these rams being operated by a single lever alongside the hatch opening/closing levers in the control box. On moving the lever into the operating position for cleating, the rams are pulled inwards and by a very simple linkage operation the hatch cleats, in the form of hooks, are lifted over and press down on pins welded to the hatchcover sides. The total cleating of the hatch can be performed by one man in a matter of seconds.

"BARON MACLAY" - sailed from Mourilyan on the 5th May with bulk sugar for Auck-land, where she is due on 11th May, completing on or about the 18th May. From Auckland she sails to Port Pirie to load concentrates for Kokkola.

"CAPE NELSON" - is due at Port Cartier from Newport, Mon. on 14th May to load iron ore for Birkenhead. On completion there she will drydock. She is presently unfixed beyond Birkenhead.

"CAPE RACE" - sailed from Port Esquivel on the 24th April with alumina for Kubik-enborg, Sweden, where she is due on or about the 10th May. She continues on Time Charter.

"BARON RENFREW" - is due at Brisbane on 10th May with Nauru phosphate, part of which will be discharged there, the balance at Port Kembla. On completion she moves north to Mackay to load bulk sugar for Japan.

"CAPE SABLE" - sailed from Balboa on the 3rd May en route to Ube, Japan, with Tampa phosphate. She is due at Ube on the 28th May and should complete there on the 1st June. Thereafter, she moves to Nauru for phosphate for New Zealand.

"CAPE ST. VINCENT" - is expected at Fremantle on 10th May to discharge Nauru phosphate and hopes to complete there on the 13th May. She then moves north to Shark Bay to load salt for Japan and on completion there sails for Nauru to load phosphate for Eastern Australia, indicated Adelaide and Wallaroo.

"CAPE WRATH" - is due at Yokohama on the 14th May with bulk sugar from Mackay. Part will be discharged at Yokohama and the balance at Hakata although, owing to a strike, a completion date is uncertain meantime. From Hakata she will sail to Nauru for phosphate for Eastern Australia and thereafter will load wheat at a New South Wales port for Lumut.

"CAPE YORK" - sailed from Christmas Island on the 6th May with phosphate for Portland, Victoria, where she is due on the 14th May, and Melbourne. Prospects for completion at the latter port are uncertain meantime. On completion, she sails for a West Australian port, indicated Fremantle, to load wheat for Mombasa.

It is very evident from the present pace of the freight market that it will take a major revival in the economies of the principal industrial countries to stimulate world trade to such a degree that owners can break away from Charterers' present stranglehold on the rates. Unfortunately, there are few opinions around today forecasting such a development before 1973 and the more pessimistic feel it could well take longer.

For those statistically-minded, the present situation is reflected in the recent figures compiled by the Chamber of Shipping covering vessels laid up due to lack of employment.

	Vessels	Deadweight
At the end of March, 1972	581	4,863,000
Same position 1971	162	812,000

This is not really a true picture as many owners are most reluctant to lay up their vessels despite months of unprofitable trading. It is reckoned that no less than 8 - 10 million tons of shipping would have to be withdrawn from service to arrest the decline of freight rates.

The task of finding suitable employment is certainly taxing all our resources to the limit and we would ask all concerned to bear with us in these trying times, particularly with our last minute fixtures and rescheduling of vessels for contracts.

On the brighter side, we have to advise that more and more favourable reports are reaching us from a variety of Charterers of our class of vessel and in partic--ular our new Haugesund-type, which have been very well received in the North Pacific lumber trade. On a more rewarding market this would normally give us the opportunity of negotiating for a premium over the current rate but as things stand today with the market finding its own level, Charterers will naturally choose the most attractive ship offered to them. With this knowledge we consider that we can compete with the best in our size range and with everyone's support we plan to keep it that way.

At a time when business opportunities are limited, it is inevitable in any industry (Shipping is certainly no exception) that thoughts turn to reducing costs and entreating everyone to watch where the pennies go. We would report that the finance section has never been more aware of the importance of the level of costs. With the growing fleet operated by Scottish Ship Management, the expenditure budget has now reached significant proportions. This covers expenditure on repairs, stores, insurance, crew, office overheads and a multitude of other items. With the sum of money involved, it is only natural that there must be a greater effort to pinpoint more accurately firstly, 'where it all goes' and thereafter 'how it can be reduced'. Although costs have not been ignored in the past, there is now a greater determination to expand our costing techniques in an attempt to answer these questions in more detail. With this in mind, the finance section has embarked on a detailed investigation of the various cost areas with the main object of providing more information to management and, we hope eventually, to those at sea with the hope that this will reveal areas of expenditure which can be reduced. This type of exercise sometimes produces the 'big brother is watching' attitude. We would stress therefore that this is not the intention. Any savings which can be made must benefit everyone involved in the Company. It is also worth stressing that the role of the finance section is to provide information for other departments to use. They, after all, are the people who are spending the money and therefore in the best position to judge whether it is well spent or not. This sort of exercise inevitably involves additional work (particularly the paper variety) and, although in the initial stages this will be mainly within the confines of the office, it is almost inevitable that some additional information will be required from the sea personnel who are 'on the spot' and thus in an ideal situation to supply it. We would ask for your co-operation and comment where applicable.

There would appear to be an intelligent sense of effort amongst Masters and Senior Officers in endeavouring to work the G.P. system, to the best advantage of the ship's company and the vessel itself. This is borne out by the reports

of the Management Meetings now coming in in response to our letter on the subject. It could be that after some time the return of the Minutes to the Office will not be requested, but in the meantime, whilst the system is being inaugurated into new vessels and introduced to new staff, we wish the reports of the Minutes to be returned.

Reports from other companies strenghten our resolve on this point as we gather that when no request for Minutes was made, it was taken that no interest was being shown and, inevitably, the system weakened. This is a state we are determined to avoid and we look forward to our Ship Masters making every effort to maintain overall interest on board.

To date, two ships' returns have still to be received, but we look forward to receiving these shortly.

Our recently published 'Officers Handbook' has now been circulated. We were pleased to receive letters and comments from various Officers indicating how helpful they found the document in answering various questions relative to the main conditions of Company Service employment.

The recent introduction of De-Briefing Sessions (MTM 723/71), designed to improve communications between ship's personnel and shore management, and attended by senior staff, have proved to be most successful. Such meetings were held on a number of ships when they arrived in the United Kingdom and we found them useful and informative. Useful because they enabled us to discuss a variety of matters with the personnel concerned before they left their respective vessels, and informative because numerous suggestions and criticisms from the Seastaff have enabled the Office Staff to review certain procedures and increase efficiency.

This is an opportune occasion to emphasise that de-briefing is not synonymous with 'keel-hauling' (although errors and lapses will be pointed out when necessary) but is aimed at free discussion of events during the voyage which can be dealt with more satisfactorily by meetings in person than by letters. It has been obvious that sea and shore staffs have not always appreciated their respective problems when separated by, say, half the globe. At the end of the voyage the de-briefing enables the problems to be discussed and different points of view exchanged. If this means fewer problems next voyage then the de-briefing meetings are well worthwhile and we hope that sea staff will not view them with suspicion but rather use them as another valuable means of communication.

This subject was discussed with Seastaff Ten, where it was unanimously agreed that the de-briefing technique of exchanging information could result in a most effective method of problem-solving.