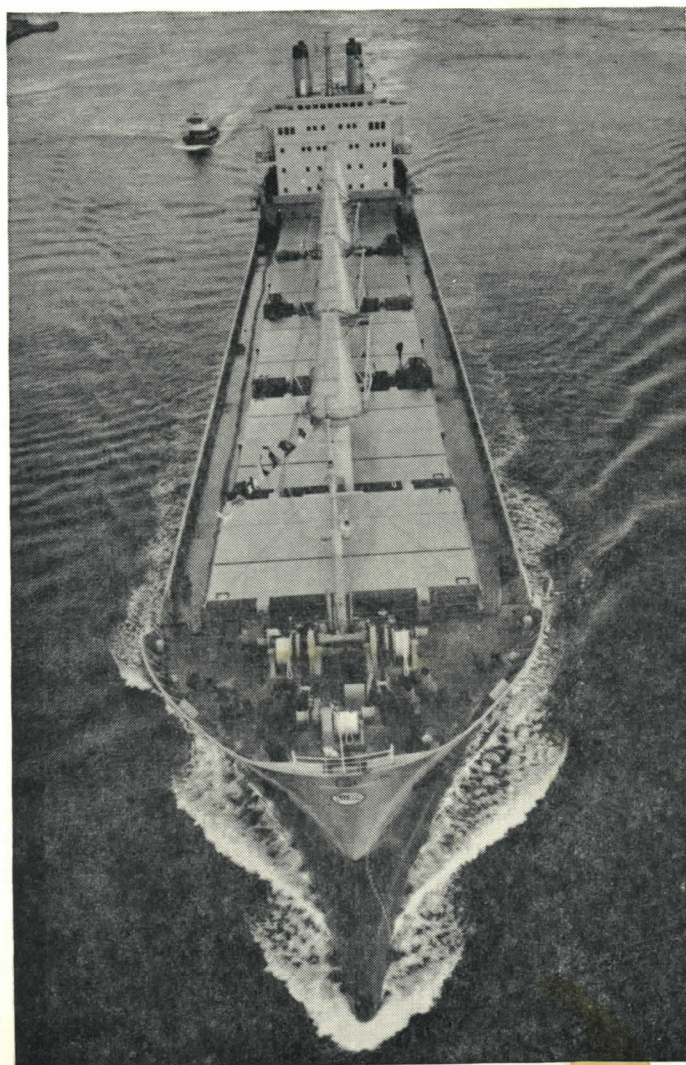


# TRIAD

JOURNAL OF  
Scottish Ship Management Limited



*M.V. "Baron Wemyss"*



EDITORIAL

The last ship in the current building programme is due for delivery at the end of January and we propose including details of her arrival with the fleet in the next TRIAD.

Further re-organisational changes in the Office have necessitated a new chart and this will be found on pages 12 and 13 of this issue. One of the reasons for these changes has been the illness of Mr. A. McIntosh, whom we are pleased to say is now on the road to recovery although it will probably be some time before he is fit to take up duties in the Office.

Towards the end of 1972 saw a recovery in the Freight Market, prompted to a great extent by the buying of grain. It was a welcome event for this Company which, in the preceding two years, had to weather a period of scarcity which rivalled the old shipping slumps. How long the present uplift will last is a matter of opinion, but 1973 looks brighter than 1972 did.

Seastaff Eleven duly took place and was considered a success in every way. On page 11 will be found some comments concerning the week's proceedings. Seastaff Twelve is scheduled for February and invitations are being issued in the near future. These sessions have proved invaluable and we would hold them more frequently if they did not add another straw to the acute burden of recruiting sufficient seagoing personnel, a situation which is being rendered more difficult by our increased leave allowances. We are very pleased at the general reaction of participants whom we hope will continue to spread the word and encourage others to attend. Fortunately, so far there has been no shortage of volunteers.

Very recently, our Technical Director, Mr. N.K. Bowers, returned from a three week visit to the Far East during which he visited "Baron Renfrew", "Baron Forbes", "Cape Wrath" and "Temple Bar", in addition to calling on a number of our friends in Australia.

His visit follows a longer tour completed in November by Mr. J.P. Walkinshaw, who was making his annual visit to Australia. There he met old friends and made new contacts which we hope will ripen in the future. The reception given was invariably friendly and much goodwill was shown towards Scottish Ship Management, which made the demanding schedule pleasant and worthwhile.

Seaforth Maritime Limited have announced the appointment of Mr. James Hann as its Chief Executive. Other executives are Mr. N. Smith who heads Oil Support Services; Mr. L. Kennedy, the Marketing Manager; and Mr. Wilkie, the Technical Manager. Mr. Smith comes from Scottish Ship Management and Mr. Kennedy and Mr. Wilkie from International Offshore Services.

John Kilgour & Company Limited, the London Brokers through whose hands passes a substantial proportion of our business, have been purchased by the Group and are now a totally-owned subsidiary. Amongst their major clients are numbered Saguenay Shipping and Topic, both of whom have dealt with Kilgour for many years. Legal details are still being finalised and a public announcement will be made when these are concluded.

On pages 6 and 7 readers will find a personal account, written by Polly Elwes, of her visit to Haugesund to attend the Commissioning of "Baron Wemyss". Polly Elwes and her husband Peter Dimmock, who were guests at the Commissioning, need no introduction to anyone who has heard of the B.B.C., with which they are prominently connected, and we are grateful to Mrs. Dimmock for taking the time and trouble to write for us this most acceptable contribution to TRIAD.

To all our readers, we wish a successful and prosperous 1973.

As mentioned in the Editorial, Mr. A.C.R. McIntosh is ill. He suffered a stroke on the 29th November, 1972 and has only recently returned home from hospital. We hope that he continues to make progress towards recovery and look forward to being able to report in the next TRIAD that he is fully restored to health.

Mr. Robert Trythall returned to the Office on 5th January, 1973. For the past year he has been working with Universal Charterers Pty. Ltd., Sydney, N.S.W.

Mr. A.G. McKenzie, Chief Superintendent Engineer, returned to the Office part-time at the end of October and full-time during November after his car accident. We are very pleased to see him back and delighted that he has made such an excellent recovery from his serious injuries.

During October, 1972 Mr. N. Smith left Scottish Ship Management Ltd. to join Seaforth Maritime Ltd. in Aberdeen. (See Editorial).

Mr. A. Baillie joined the Technical Department during September, 1972 as Planned Maintenance Co-ordinator.

Mr. R.H. Murray joined the Personnel Department on 20th November, 1972 as Personnel Officer - Recruitment.

Andrew K. Taylor started on 1st December, 1972 as Office Junior.

Mr. J.R. Murphy joined the Technical Department on 3rd January, 1973 as Superintendent, Purchasing and Materials.

Mrs. J. Preston joined on 22nd January, 1973 as Telephonist/Receptionist, taking over from Mrs. Sandra Macpherson, who left on 26th January, 1973.

Mr. A. Keith, who was with the Accounts Department, left on 31st December, 1972.

Our congratulations to :

Miss Rita Oliver, Secretary to Mr. H.L. Brodie, on her engagement on the 24th November, 1972 to Mr. P. Aitken. Their wedding is planned for 25th August, 1973.

Miss M. Robertson, who is with Lyle Gibson, on her engagement, announced on the 30th September, 1972, to Mr. A. McCrindle.

Mr. Andrew M. Nicholson, Cadet Training Officer, on his engagement to Miss J.M. Denholm on the 4th November, 1972. They have arranged their wedding for 8th June, 1973. Andrew takes this opportunity of sending his thanks to the anonymous well-wisher who sent him a card wishing him well on his retirement! Someday, he hopes to identify and meet the 'humble servant' and thank him in person!

The Annual Dinner of the Glasgow Shipowners' and Shipbrokers' Benevolent Association was held in the Central Hotel, Glasgow, on the 14th November, 1972. A party of nearly forty, including guests, attended from the Office and the Principal Guest at the Dinner was Mr. John MacConochie, President of the Chamber of Shipping of the United Kingdom.

The Office Dance took place on 8th December, 1972, being held on this occasion at the Burnbrae Hotel, Bearsden. Approximately 120 were present and the unanimous verdict was that the evening was a complete success.

Some years ago TRIAD mentioned the impending 'pedestrianisation' of Buchanan Street and this event duly came to pass last summer. As the vehicular entrance to Princes Square is from Buchanan Street, this inevitably had its effect upon car-parking in the Square, with a consequent thinning-out of cars parked for the day. However, there was one which occasionally managed to appear, this being a certain red VW who (or which?), like many ladies, was coy about her age but was prepared to face the world behind a Dunbartonshire registration plate. Was, that is, until its next M.O.T. Test, when she suddenly disappeared. However, her place was soon taken by her successor, an alien VW sporting County Meath plates that was, what else?, green! We do see it now and then in the Square, this fugitive from the land of the River Boyne, although regrettably its health has not been perfect. We wish it well, nevertheless, and disassociate ourselves from the rather cutting enquiry of an Office car enthusiast. 'Forbve. is that the mother of the red one?'.



We recently received details of a new shipping club which has been formed in the Glasgow area known as The Clyde "72" Club. It was formed in June, 1972 with the aim of enabling those interested in all aspects of Shipping to meet socially and its headquarters are at Atlantic House, Glasgow, where meetings are held from 5 p.m. onwards on the first Tuesday of every month, the meetings proper commencing about 7/7.30 p.m. The annual fee is £1.00 and anyone interested in obtaining fuller details with a view to joining should contact :

D.J. Scott, Hon. Secretary,  
Atlantic House,  
47 York Street, Glasgow, G2 8JQ.

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#### PERSONNEL NEWS

On the 13th November, 1972 a small luncheon party was held in honour of Captain C.G. Mallett and Captain A.L. Milne, who have retired. During the luncheon Mr. W. Nicholson presented Captain Mallett and Mr. Hugh Hogarth presented Captain Milne each with a clock for long and loyal service with Lyle, Hogarth and Scottish Ship Management. Mrs. Mallett and Mrs. Milne were also present at the luncheon.

We very much hope that both these gentlemen will have a long and happy retirement.

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Our congratulations to :

Captains A. Peebles, J.E. Jennings, M. Murray and W.E. Greatorrex on their promotion to the position of Master. Captain Peebles is now in command of "Cape Clear", Captain Jennings of "Cape Nelson", Captain Murray of "Baron Dunmore" and Captain Greatorrex of "Temple Bar". We wish all four Masters well in their new appointments.

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Mr. Ian C. McLean, who is one of the very few persons to have passed their Master's Certificate Examinations.

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Mr. D.J. Drummond, Second Engineer, and Mrs. Drummond on the birth of their daughter on the 3rd January, 1973.

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Mr. S.J.N. Beeley on his wedding, on 26th January, 1973, to Miss Patricia Mason.

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Mr. R.G. Liddell on his gaining his Second Class Motor Certificate.

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We are sorry to have to report that Mr. Thomas Scollay, for many years Bosun with Lyle Shipping Company, died recently and we offer our sympathy to his family.

Captain P.A. Wallace has written an appreciation :

"I, like others of the old hands of Lyle Shipping Company, I am sure, was sorry to learn of the death of Mr. Thomas Scollay, who served for about thirty-seven years as Bosun on many of the ships of the Company. My first knowledge of Mr. Scollay goes back to when he joined the s.s. "Cape Breton" at James Watt Dock, Greenock, in December 1920, under the command of my father. At that time I was an Apprentice on the "Cape Ortegal", the other ship remaining in the Lyle fleet after the 1914-18 War, and it must have been sometime in 1921/22 that Scollay joined the "Ortegal", the "Breton" having by then been sold. He served in the "Ortegal" for a good number of voyages and after a voyage or two in other ships than Lyle he joined the first of the motor-ships, the "Cape of Good Hope", in 1926. A few years later, in 1929, I again sailed with him in the new "Cape Horn", which I joined as Second Mate. He sailed in the "Horn" for about eighteen months until he had a 'slight disagreement' with the then Master, one E. Stuart Wilkie.

"My next occasion of being a shipmate was on the t.s.m.v. "Cape York" in 1932 when I made my first voyage as Chief Officer, and the last occasion in 1956/57 on the "Cape Grenville" when I was Master and Captain D. Sinclair was then Chief Officer. At the end of that voyage Mr. Scollay decided to call it a day and hang up his sea boots and oilskins and retire to his home in Cushendall, Northern Ireland.

"Mr. Scollay was a native of the island of Yell in the Shetlands and, although he was a well-built man, one would never guess of his amazing strength, by external appearances. His one fault - if one can describe it as a fault - was that he was extremely shortsighted and it was only after many years that he was persuaded to wear glasses all the time. I have an idea that he thought others might think him a bit 'soft' and not what they expected a bosun to be. How wrong they were, as a few found



out to their extreme discomfort! Among his men, he was boss, and it was not long before they all realized that fact. To revert to his strength : I remember on one occasion in Rosario all hands were employed carrying dunnage-wood some distance to the ship's side. There was one Apprentice on the "Ortegat" from Bristol - R.G. Carling - who was 6' 3" tall and who regarded himself as something of a Charles Atlas. I could manage two planks, Scollay carried four, and so did Carling. Next time Scollay carried five, so did Carling. The last straw was when Scollay carried six; Carling lifted six on to his shoulder, and then his legs buckled under him. Another occasion was in China when the Chinese labourers, who were used to manhandling heavy loads, stopped work to watch Scollay lift a full 40-gallon oil drum onto a trestle nearly two feet off the deck.

"It is sad, the passing of a person like Thomas Scollay, whom I have known over these years and it is sad also to say that they don't come any more like Scollay. I can only look back with pleasure at the memory of many happy months on many ships and in many parts of the world with such a good shipmate".

P.A.W.

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FLEET NEWS (as at 2nd February, 1973).

"TEMPLE ARCH" is due Albany, W.A. on the 6th February to discharge part of a phosphate cargo loaded at Nauru. The balance will be landed at Bunbury and on completion there the ship will shift to Shark Bay to load salt for Japan.

"BARON ARDROSSAN" sailed from Geelong on the 1st February for Kwinana where she will load alumina for Vancouver, Washington. We look for her arrival at the latter port on or about the 3rd March. From Vancouver, Washington, she will shift north to Vancouver, B.C. or Port Moody to load potash and/or sulphur for Adelaide and Port Lincoln.

"TEMPLE BAR" This ship left Kenai, Alaska, on the 3rd December bound for Singapore - normally a fourteen-day passage. This extended to a thirty-eight-day passage from Kenai to Chiba, Japan, which latter port she reached on the 12th January, owing to mechanical trouble. Whilst hove-to during this prolonged passage, up to Force-11 gales were experienced and, altogether, the festive season passed on board without many festive feelings.

The ship sailed from Chiba on the 25th January and is now due at Singapore on the 5th February to discharge her cargo of potash and urea. From Singapore, the ship is fixed to load alumina at Kwinana for Bahrein.

"BARON BELHAVEN" arrived at Port Alfred on the 2nd February with a cargo of bauxite loaded at Chaguaramus. She continues on Time Charter.

"BARON CAWDOR" arrived at Tampa on the 30th January to load phosphate for Japan (indicated Tomakomai and Akita) but she may require to wait three or four days for a loading berth at Tampa because of port congestion.

Meantime, she is unfixed beyond Japan.

"CAPE CLEAR" arrived at Singapore from Osaka on the 30th January to bunker and to change her crew. From there she will sail to Christmas Island for phosphate for Brisbane and Port Kembla. On completion at Port Kembla, she will move to Port Pirie to load concentrates and then to Risdon to load metal slabs - both commodities destined for Avonmouth.

"BARON DUNMORE" is due at the River Plate on or about the 10th February to load grain for Japan. She will proceed to Japan via Cape Town, where she will bunker. She is not yet fixed beyond Japan.

"BARON FORBES" is on Time Charter to B.P.C. and sailed from Brisbane on the 1st February for Nauru, where she will load a further cargo of phosphate for Australia.

"CAPE FRANKLIN" is due at Nouadhibou on the 4th February where she will load iron ore for Hartlepool, and we look for her arrival there on or about the 15th February.

"CAPE GRAFTON" arrived at Adelaide on the 30th January to complete discharge of a Canadian Transport packaged lumber cargo loaded in British Columbia. From Adelaide she will move round to Kwinana to load ore sinter for Japan and from Japan she will ballast across the North Pacific to British Columbia to load another Canadian Transport packaged lumber products cargo for Australia.

(Continued on Page 42).

# COMMISSIONING OF "BARON WEMYSS"

On Saturday, 28th October, 1972 H.M.V. 44, the last of the Haugesund newbuildings for H. Hogarth & Sons Limited, ran a successful Delivery Trial and, after returning alongside the Builders' floating dock, she was named "Baron Wemyss" by Mrs. Joyce Scott, wife of Mr. W.M. Scott, a Director of the owning Company and of Scottish Ship Management Limited, whose Technical Staff superintended the construction and fitting-out. After the Naming Ceremony, the Delivery Ceremony took place on board, the vessel being accepted from Mr. Sven Sandved, Chairman of Haugesund Mekaniske Verksted A/S, by Mr. M.B. Cheales, Managing Director of Hogarth Shipping Company Limited, the Parent Company of H. Hogarth & Sons Limited. The Builders' flag was lowered and, simultaneously, the Owners' flag was hoisted: after the playing of the Norwegian and British National Anthems, the ship's papers were handed over by Mr. Cheales to Captain Donald Sinclair and the simple ceremony was over. Afterwards, the guests took the opportunity of seeing over the vessel's accommodation and many indeed were the compliments passed about the high standard of decor and the attention to the comfort and wellbeing of Officers and Ratings.

A special remark must now be made about a generous gesture from the workpeople of H.M.V. which was greatly appreciated by the Owners. After the speeches following the lunch on board during the Delivery Trial earlier in the day, a cheque was presented to the Workers' Welfare Fund by Mr. Scott on behalf of H. Hogarth & Sons Limited and this was followed by the presentation to the Owners by Mr. Lohte, foreman of the Workers' Welfare Fund, of a very handsome rosebowl bearing the inscription (translated from Norwegian) - "Thanks for good co-operation. Regards from the Workers of H.M.V. A/S., 28.10.72".

The following morning, 29th October, the "Baron Wemyss" left her birthplace and commenced her maiden voyage to Casablanca to load phosphate for Japan. Some of us who were returning to Stavanger on the "Westamarn" got a good view of her as the hydrofoil entered Karmsund and, leaving her far behind as we sped southwards, several members of the party felt more than the usual twinge of sadness. So often before we have had good cause to reflect on the spontaneous kindness and hospitality of our Norwegian hosts and hostesses, but there was consolation in the thought that with our substantial building programme there would be 'the next time' to look forward to. But for Hogarth the "Baron Wemyss" was the last of their Norwegian newbuilding orders which commenced in 1966 with the signing of the H.M.V. Contract for "Baron Forbes".



At the Naming Ceremony - left to right - A Shipyard Apprentice (who presented the bouquet), Mr. M. B. Cheales, Mrs. Sven Sandved, Mr. Sven Sandved, Mrs. W.M. Scott, the new ship's Sponsor, and Mr. W. M. Scott.



"Don't forget the loo paper", they said. Loo paper? - Funny! I thought we were going to wave goodbye to a new ship. Oh well - in for a penny! But there, I am jumping the gun.

It all began when we were invited to go to Norway for the naming and delivery of the new bulk carrier, "Baron Wemyss"; we, that is Peter (Dimmock) and I and our eldest daughter, Amanda. It was a treat we'd all looked forward to for weeks, something quite new in our experience. I mean - Peter and I had been to one launching in the flesh - an oil tanker - but exciting though it is watching that great hulk sliding down the ways to the tune of hooters, screaming chains and splitting wood, once she's in the water she looks rather lost, like a floating bath without its taps, anxiously peering around for the tugs to rescue her and take her off to put a face on. And so, unless you happen to be a rich Arabian sheikh in Kuwait, you'll probably never see her again. But this was different - this time all that "I name this ship - may God bless her and all who sail in her" stuff was going to be done when she was all ready to so to the Ball - tiara and all!

So there we were, on time for once, clutching our hand baggage, meeting our friends and hosts, Max Cheales (Managing Director of Hogarth Shipping Company Limited), Ann Cheales and their daughter Nicky, and their other guests at London Airport. We flew to Stavanger. The weather was clear, the sky blue and the sea below a mass of white horses as a Force 9 gale whipped round the coast of Scotland. The coast of Norway, however, (much to everyone's relief) was calm and the view of the fjords and islands quite breathtaking. We fizzed around Stavanger in a bus, nearly lost the two girls, and just about made our ferry boat to Haugesund on time.

The hospitality of the Norwegians is legendary but it's always terribly boring to be told how lovely things are without actually experiencing them. This was it - our first visit to Norway had begun and the legend unfolded. The clean air, the wooden houses (double-glazed, I noticed) with every window still a mass of flowers, the sea, the islands, the fjords, and above all the people and their welcome. We'd hardly had time to bath and change in our flower-bedecked rooms before we'd started the whirl of receptions and dinners that were packed into the next two days. (I have to confess that on my first night I did have an awful battle with my 'doofe', or whatever you call the bed covering they use in Scandinavia ('Dyne' or 'downie' - Ed.) but by the second night we'd signed a truce and I slept well. It could, of course, have been the hospitality that ensured my slumbers but whatever it was I awoke refreshed and still united with the 'doofe'.)

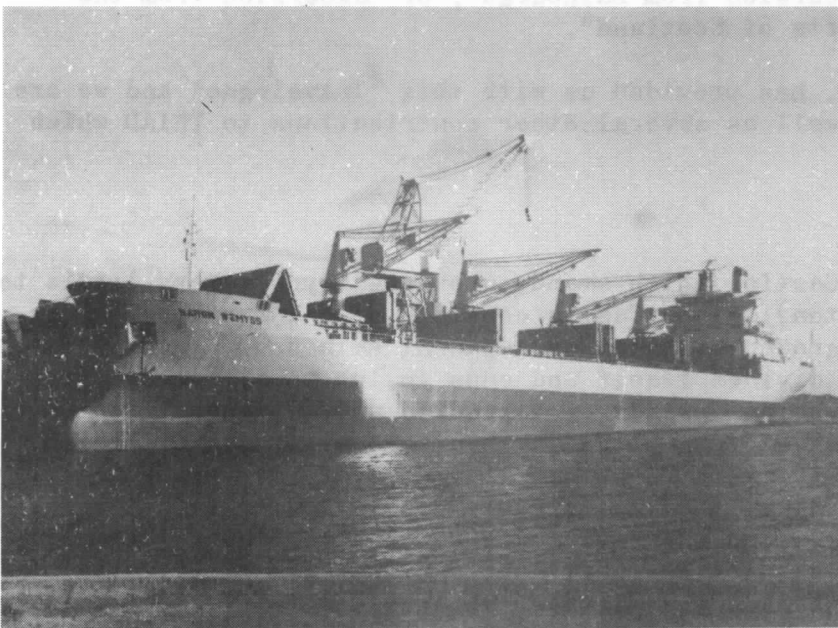
So the naming ceremony and my first view of the "Baron Wemyss". At the dinner the night before I'd pumped all the people at my end of the table for information. Poor Captain Love, Ian Lazaras, Derek Border and Bill Anderson (the ship's Chief Engineer) gave me the whole history of the ship from laying the keel to the last frantic finishing touches. Now we were going to see "HER" in the flesh. The Boys had been out on the Trials all the morning. (For some reason it's regarded as unlucky to have women on board for these. Between you, me and the gate post, I think we're just regarded as rather a nuisance and, anyway, the sickbay isn't big enough!) Us girls had been shopping - generously laden with money from our men, who'd slipped out, off, under or without their 'dooffens' at 6.30 a.m.! Now the big moment. There's something romantic about a ship-yard, perhaps it's the size, the masculinity and the pride all the workers have in their ships. The ceremony is the same - Mrs. Joyce Scott did her stuff beautifully in Norwegian and English, splosh went the champagne to the splendid playing of the Haugesund School Band, and veils fell away to reveal her name: Baron Wemyss. It was a deeply emotional moment.

My detailed and fascinating conducted tour afterwards with Ian Lazaras was absolutely up to all expectations - from the bridge (and WHAT ABOUT the size of the steering wheel in comparison with the ship!) through the fantastic accommodation and even more astonishing catering offices to the thudding bowels of the ship, overlooked by the computer control room. This incidentally, apart from a few details like monitor screens, is not far-removed from the control room in a

television studio. I can't escape really from an all-absorbing interest in what makes things tick and by the time we had finally made our way back to the hotel for the banquet and dance, I had some inkling about the mysteries of the "Baron Wemyss" and her Company. So to the famous loo paper! After the ball was over and rather a brief night's sleep, we decided to see her off. At the quay-side all was professional. The delightful Captain Sinclair of the night before couldn't wait to see the back of us and get down to business. The tugs buzzed around like bees, the ropes were cast off and we were left behind, rather forlorn, to the sounds of ships' hooters. Not to be outdone, we raced to our cars and sped to the bridge that spans the fjord from the mainland to the Island of Risøy. There we waited with Norwegians around us out on their Sunday drive in the bright sunshine to see yet another new ship set off on her maiden voyage from the shipyard of Haugesund.

It seemed to take hours - that tiny grey and white dot in the distance grew bigger and bigger until she was below us, 24,000 tons and 534 feet of her, topped by four cranes and five holds, as we threw our twenty rolls of loo paper which streamed out like ribbons on a maypole above her and the Captain and all waved goodbye. The blasting of her siren contrasting with the horns of every car within miles, no matter who, to salute her on her way. It was a very special moment and one that I shall never forget.

Another British cargo ship is on her way; to Casablanca and Japan via the Cape. I only wish I was too.



Polly Elwes.

m.v. "Baron Wemyss"



The Wheelhouse.



The following is part of an account of a walking tour from Edinburgh to the Perthshire Highlands and returning by way of Dumbarton, Partick, Glasgow and Falkirk. It took place in 1787 and those participating were some Edinburgh lads, one of whom is thought to have written the account, his name being W. Anderson who at the time was possibly an Edinburgh law student.

The tour lasted for thirteen days - from 19th April until 2nd May, and the travellers, of whom there were four, went on foot. An interesting point is that the eldest of the four was only sixteen years of age. The full itinerary of their walk was: from Edinburgh to Kinghorn, then on to Kirkcaldy, Cupar, St. Andrews, Dundee, Perth, Dunkeld, Blair, Kenmore, Taymouth, Killin, Crian-larich, Loch Lomond, Tarbet, Luss, Dumbarton, Glasgow, Kilsyth, Falkirk, Linlithgow and back to Edinburgh. The total expenses of the tour, for the four, amounted to £12.

Even after nearly 200 years the comments and observations remain interesting and fresh and the excerpt reprinted here finds them exploring Dumbarton Castle and the Rock, with the aid of a soldier, to whom they paid sixpence for his services as a guide. The spelling, capital letters and punctuation appear much as they did in the original - this being a bound volume entitled "A Journal, being an Account of a Short Tour or Excursion from Edinburgh", or "Excursion from the Capital through the middle parts of Scotland".

Mr. J. Robertson, Glasgow, has provided us with this 'Travelogue' and we are grateful to him for this, as well as several other contributions to TRIAD which he has made in the past.

April 29th.

"We go next to visit the Castle, which stands upon the Clyde a very little to the south of the Town (Dumbarton). This Castle consists of a large Rock, which in a manner rises out of the ground without any adjacent eminence. About fifty feet from the ground the Rock divides itself and ends in two tops, one of which is more lofty than the other, being upwards of a hundred and fifty feet from the surface of the Clyde, which at this place is about two miles broad. This Castle is still impregnable without Ships of War, for none of the buildings lie towards the land, and cannot injure the impenetrable Rock. Its only access, the Soldiers' Barracks, and the Governor's House, look towards the sea, and even these would not be much hurt by an attack, for they are excellently fortified, and the long stair behind the platform which leads to the top of the Castle will admit no more than one man a-breast. Here the Old Soldier that conducted us through the Castle showed us a great two-handed Sword, which he said belonged to Sir William Wallace, who with it defended the Castle against the English.

"From the lowest top of the Rock, for the ascent to the highest is difficult, we have a very extensive prospect of the Firth of Clyde. To the south-east we see the distant spires of Glasgow, Renfrew, and Paisley. To the west we see Greenock and Port Glasgow, with vast numbers of ships in their harbours.

After paying the Soldier no more than a sixpence for his trouble we descend, and returning to Dumbarton meet with my very good friend Mr. Freebairn coming out of the Church. He and Mr. Colquhoun accompanied us so far on our way to Glasgow, which is fifteen miles from Dumbarton. There are many magnificent houses on both sides of the Clyde, and the Country is finely cultivated. The water begins to turn narrow as we advance, and is only navigable for Sloops by the assistance of jetties, which are thrown out in great numbers from either shore.

Sloops and Boats are thus enabled to go all the way to the Broomielaw at Glasgow, and furnish the City with great quantities of Fish at the same time they are very serviceable in exporting and importing the necessary commodities.

About half-past five we got to Partick, a little village lying on the water of Kelvin, which we pass by a Bridge and enter upon a fine Causey'd Road which begins about a mile from the Suburbs and continues all the way to the City, a public work which is extremely convenient and discovers the public Spirit of

the Inhabitants. We pass through a place called Anderston inhabited by weavers, and walking down a grand Street, tho' the houses are built with a very ugly stone, we find ourselves much at a loss for an Inn to put up at. As we were going about the Street, covered with dust and armed with our great sticks, we observe the people, who were dressed in their Sunday's cloaths, staring very impolitely at our uncouth appearance, a piece of ill-manners, of which not even the Highlanders were guilty. We were at last directed to Durie's Inn, being much fatigued, for we have this day walked about twenty-eight miles, which is somewhat more than a Sabbath day's journey. After drinking tea in a little wretched Bedroom and paying dearly for our Bad entertainment, we are told by the waiter that we would be unable to stay in this place all night for that every Room in the house was preoccupied. Upon this, we go to the Bull Inn kept by a Mr. Heron, where we get most excellent accommodation. After this we take a short walk about the Town, but soon return to Supper, resolving to view it more attentively to-morrow.

#### April 30th.

I this morning walk out about nine in quest of my friend Mr. Lothian, and I am obliged to hire a porter to shew me his house. I find him in his study and he kindly presses me to stay breakfast, which I do, and accept an Invitation for us all to dine at his house. Returning to our Inn after breakfast we all go out with Mr. Lothian to see the Town. The Streets are numerous, but the High Street is the principal, the middle of which is called the Cross, where there is an equestrian Statue of King William III. Near this is the Tontine Hotel, which contains the Assembly Room and the elegant Coffee-house so famous in Glasgow. In this Room any person may walk about gratis, but he must pay one penny if he sits down. Before the Door of this Coffee-Room is a capacious covered walk affording a fine retreat for the Merchants in a Rainy day.

We next go to the east end of the town and see St. Mungo's Cathedral, which is said to be the most entire Gothic structure in Scotland. The Churchyard which surrounds this Cathedral amazed us, being in a manner paved with Tomb-stones. It is now converted into two or three Kirks, one of which called the Barony, is very dark, being almost buried under ground.

From the Cathedral we return down the street and take a view of the College, which is much handsomer than that of Edinburgh or St. Andrews. At St. Andrews the collegians wear Cloaks without sleeves. Here they wear them with long sleeves. The University consists of two or three neat little courts, which contain the Professors' houses as well as the Public Classes. We saw none of them but the Anatomical Class, with some paintings and other demonstrative apparatus. Behind the College is a little park, through which runs a stream of water, being a place set off as a walk for the students. After this we walk back to our Inn. On the way we meet with Mr. Cranstoun, who for half an hour favours us with his very agreeable company.

About one Mr. M. carried me to his acquaintance Mr. Rutherford, a great Muslin Manufacturer, who shewed us the curious operations of Stamping and Singeing the Muslin. To Singe the Muslin requires the greatest attention and dexterity, for being rolled along a red-hot cylinder, unless the greatest dispatch is used the whole piece is destroyed by the intenseness of the heat. We dine at Mr. Lothian's, and afterwards proceed to see the other side of the Town. St. Andrew's Church is the most beautiful in Glasgow and is ornamented with the best spire. Let people say what they will with regard to the elegance of the Public buildings in Glasgow, and let them be as profuse as possible in praising her steeples and her Bells, I can by no means think she excels Edinburgh in any of these respects; and must say that all her works are clumsy and tasteless, tho' large and expensive - the first denoting the awkward vulgarity, the last strongly characterising the useful Industry of the Inhabitants.

We pass through St. Andrew's Churchyard and enter the Green, a fine public walk extending all the way the Clyde. At present this River was very muddy owing probably to the late Rain. Through the middle of the Green flows the same stream that runs through the College Garden and part of the Town. This



stream, receiving all the contributions which it is to be supposed the Inhabitants will bestow, is not as clear as chrystal, but is almost as yellow as Gold and emits effluvia which strongly affect the olfactory nerves of the passengers, rather manuring than beautifying the ground over which it glides. We see some Ladies in the Green, dressed rather tawdry than otherwise and walking about almost as fast as horses, a sight which did not make us lament our short duration in the place, by which we would be deprived of the pleasures of their acquaintance.

After this we return to tea, and then walk to the west end of the town where the houses are large, but they have a very ugly appearance, for they are built with stones which on their being exposed to the air become covered with great Black Blotches. We cross the Clyde by a Bridge and walk about a suburb called the Gorbals; we recross the River by another Bridge and return to our Inn to Supper. Mr. M. went out to sup with Mr. Rutherford notwithstanding the dissuasion of the waiter, who assured him that it was very unsafe to walk the streets after it was dark, and gave us many bloody examples to prove the truth of what he said, but we easily saw that all this proceeded from a desire to make us spend as much money as possible at the Inn, and not from any anxiety about our welfare.

#### May 1st.

This morning we pack up our alls and discharge our Bill, which was pretty considerable. We all breakfast with Mr. Rutherford, having received a previous invitation. About ten we leave Glasgow and enter upon a fine causeway similar to that at the west end of the Town. In a little we come to the useful Canal, which by the assistance of Water Locks or keys is navigable all the way from Grangemouth on the Firth of Forth to within half a mile of Clyde, and thus greatly facilitates the commerce and intercourse of the East and West Country. We pass through Kirkintulloch, a pretty large village in the County of Dumbarton. The Country all about this place seems to be pretty fertile and is tolerably enclosed with hedges. About one o'clock we get to Kilsyth, and Mr. G. resolving to leave us in order to go to his Father's house at Stirling, we take our farewell over a bottle of wine, being very sorry to separate after such a long and social connection. Mr. C. went over the hills to the North, and we continue to walk east towards Edinburgh.

In a little we meet with some beggars, to whom Mr. M. gave all the snuff which he had brought from Edinburgh, not having received any of the benefits which he expected from it. From this place we have a view of the Beautiful Carse of Falkirk. We likewise see Borrowstouness and Carron covered with smoke. Carron is one of the greatest Iron Foundries in Britain, perhaps in the world. It furnishes all the Kingdoms of Europe with Cannon, an Artillery more destructive than that which the Cyclops are feigned to have forged for Jupiter. We immediately leave the Highway and proceed across the Fields to see this place and inspect the operation. When we arrive, however, we are greatly disappointed, for it was now about five minutes past six, after which time no one is admitted. But we heard the groaning noise of the machines and the loud Bellows and the terrible sound of the melting Iron. We see likewise the Flame bursting through clouds of thick black smoke which are constantly vomiting from the tops of the ever burning Furnaces.

We repair to our Inn about eight o'clock. We can get nothing for supper but roast veal, and being hungry we eat so much of it as to make us exceedingly sick. To dispell our sickness we call for a little Gin after supper. We find the Gin so good and agreeing so well with our stomach and so effectively removing our sickness that we are not satisfied with a little, and about twelve at night perceived we have run into the opposite extreme by drinking a great deal too much - an error of which we were not sensible till the people of the House came in and forced us to Bed.

#### May 2nd.

I had slept by myself last night, a thing which I had not done since we left

Edinburgh. I rise about seven and find myself so indisposed to our debauch that I am again obliged to go to bed. About nine I find myself better, and upon entering the rooms where B. and M. had slept I find them in a woeful pickle, doing penance in a more conspicuous manner than myself, discharging the contents of their over-burdened stomachs into large pewter Jordans almost as high as themselves, a sight which made me suddenly recoil, fearing that sympathy in me would operate a similar catastrophe. I walk out about the Town, and find that the fresh air and swallowing a few carroway seeds do me great service. After returning I find myself able to eat a hearty breakfast, when my poor comrades find the greatest loathing at a dish of tea, and rise with as empty bellies as when they sat down. It being as late as twelve o'clock ere we are able to set out we drop all thoughts of visiting the Iron Works at Carron, and discharged our Bill, which besides a shilling for Porter contained the unusual article of Four shillings and eightpence for Drams.

A little way from Falkirk we pass by a grand house called Callender, and walking through a very agreeable Country in about two hours we pass the River Avon and enter the shire of West Lothian, a Country which is well cultivated and is filled with the Country Seats of the Nobility and Gentlemen. In a short time we come to Linlithgow, which is a Royal Burgh and a very ancient town, celebrated for its Palace, which has once been a most magnificent building but is now suffered to go to decay. We spend a considerable time in strolling about the Walls and surveying the Ruins. On the North side of the town is a great piece of water called Linlithgow Loch, which swarms with Perch and eels and in which there is a little Island. This Town is also famous for the excellence of its water and the beauty of its wells, near which stands the house from the Windows of which Hamilton of Bothwell-Haugh shot regent Murray in the time of Queen Mary. This town is the Capital of West Lothian and contains upwards of 2000 Inhabitants. We here buy some Oranges to cool our bowels, as yet greatly heated by the quantity of Gin which we had drank the night before. We leave this place about three o'clock and walk slowly towards Edinburgh, from which we are now about fifteen miles distant".

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### SEASTAFF ELEVEN

#### A Report from Captain George Towers

Those who attended this Seastaff from Monday, 9th October until Friday, 13th October spent a very interesting and enjoyable week listening to and discussing with the Directors and Office Staff the points of view that make up the philosophy of Scottish Ship Management.

Nearly all members of the Seastaff stayed at the same hotel and this was considered to be a very satisfactory arrangement and the practice was recommended to be continued for future Seastaffs.

It is difficult to single out any one 'session' as 'the best' or the 'most interesting' for they all, in their own way, went to make for a well-balanced programme. In their final session on Friday afternoon members of the Seastaff found it difficult to criticise or even to suggest improvements to the course.

Lunch at the Western Club as guests of the Directors, which was held midway through the course, was a great success and it certainly made for a lively discussion in the afternoon.

Articles written for TRIAD by members of previous Seastaffs make it difficult to write anything new on this subject, except to add to the overwhelming support for the Seastaff concept and that Seastaffs should continue to be held as often as possible.



SCOTTISH SHIP MANAGEMENT LIMITED

JANUARY 1973

ORGANISATION CHART

Managing Director	H.A. Walkinshaw
Secretary	Mrs. F.F. McCallum
Data Processing Manager	J. Brown
Computer Operator/Training Programmer	D.S. Beveridge
Key Punch & Verifier Operator	Miss S.H. McCorquodale
Chartering Director	T.S. Shearer
Chartering Director	J.P. Walkinshaw
Secretary	Miss C. Sloane
Chartering Manager	R.J. Doak
Chartering Manager	A.R.M. Jeff
Chartering Manager	R.S. Trythall
Fleet Programmer	R.H.B. Gardiner
Financial Director and Company Secretary	J.G. Marshall
Secretary	Miss M. Taylor
Financial Accountant	K.B. MacPherson
Assistant Accountant	W. McMillan
Invoice Clerkess	Miss J.W. Davie
Purchase Ledger Clerkess	Miss M. Sinclair
Cashier	E. Robertson
Assistant Cashier	Mrs. I. Dickie
Wages Supervisor	D.M. Campbell
Wages Clerk	W.A. Taylor
Wages Clerk	D. Searil
Disbursements Supervisor	A.G. McCormick
Disbursements Assistant	Vacant
Disbursements Clerkess	Miss M.H. Jepson
Freights Supervisor	A. Macaskill
Clerkess/Typist	Miss J. Stewart
Cost Accountant	D. Gray
Cost Clerk	A. Gillies
Shortand Typist/Clerkess	Mrs. M. McGregor
Offices Services Manager	W. Anderson
Telephonist	Mrs. R.E. McKinnon
Telephonist/Receptionist	Mrs. J. Preston
Telex Operator/Copy Typist	Miss P. Ralph
Receptionist/Copy Typist	Miss J. McDermott
Stationery/Printing	D.H. Biggerstaff
Office Junior	A. Taylor

## Managing Director

## Operations Director

Secretary

Ship Manager

Ship Manager

Clerkess/Typist

Ship Manager

Claims Manager

Shorthand Typist/Clerkess

Personnel Manager

Personnel Officer - Appointments

Personnel Officer - General Services

Personnel Officer - Ratings

Personnel Officer - Recruitment

Training Officer

Shorthand Typist/Personnel Assistant

Clerkess

Catering Superintendent

W.M. Scott

Miss E.M.K. Simpson

T.B. Hamilton

J.E. Fulton

Miss A. Sanderson

W. Picken

J.S.M. Begg

Mrs. S. Allan

H. Clark

A. McConn

R. Morrison

J. Gray

R.H. Murray

A.M. Nicholson

Miss M.C. McLean

Mrs. R. Gilchrist

D.T. Border

## Technical Director

Chief Superintendent Engineer

Planned Maintenance Co-ordinator

Technical Clerk

Commercial Trainee

Chief Superintendent Engineer

Superintendent Engineer

Superintendent Engineer

Superintendent (Electrical)

Superintendent (Purchasing &amp; Materials)

Spares Controller

Clerkess

Stores Controller

Stores Assistant

Spares/Stores Clerk

Chief Marine Superintendent

Marine Superintendent

N.K. Bowers

A.G. McKenzie

A. Baillie

J. Pryde

K.A. Lyall

J.A. Lazaras

J.A. Gray

J. McLennan

A.T.M. Lumsden

J.R. Murphy

W. McEvelly

Miss S. Morton

A.C.R. McIntosh

J.K. Thompson

J.P. Daly

R.D. Love

P. Smith.



m.v. "CAPE NELSON",

28th October, 1972.

These answers to Page Twenty-one  
of TRIAD have given me fun.  
They may not be good  
(But at least they're not rude!)  
And I hope you'll approve every one.

A young seaman from the "Cape Nelson",  
When greeted with "Hope you are well son",  
Said, "She's a nice ship,  
May I come back next trip?"  
Was told, "Only the Bosun can tell, son".

A young officer of the "Cape Franklin",  
From a row with the Master was ranklin'.  
When asked in the night  
For the name of a light  
Said, "That's not Cowes, Yokel, it's Shanklin".

The cook on the m.v. "Cape Leeuwin",  
When asked what on earth he was doin'  
Replied with a grin  
As he stuffed some more in,  
"It is only some beef that I'm stewin'".

An engineer from the "Cape York"  
Was enjoying his meal - peas and pork,  
When a word from his wife  
Made him lay down his knife  
And finish his peas with his fork!

"Cape Grenville" has foxed my 'til now  
But I must have a go, anyhow.  
She's a very fine ship  
So, I'll end with this quip  
In American...."Boy, she's a wow!"

And lastly, the new "Baron Wemyss"  
Has just joined the fleet recently, it 'semyss'.  
May she long show our flag  
And on schedules ne'er lag  
As across the world's oceans she 'stemyss'.

I think that I've covered the lot  
And hope that there's none I've forgot.  
I'm really no poet  
And certainly know it  
.....I've exhausted what brains that I've got !!!

G.M.

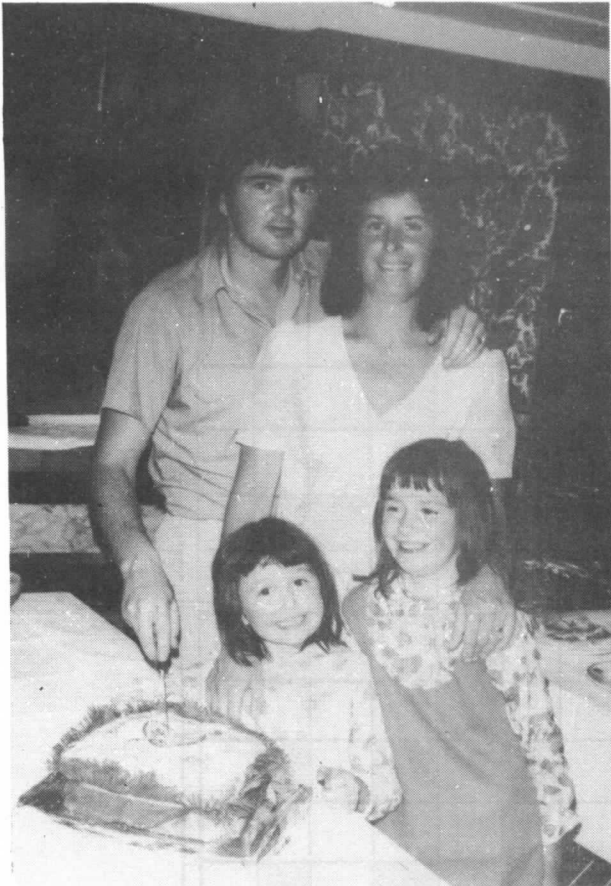
M.V. "CAPE HOWE".

During a pleasant summer voyage on the "Cape Howe", Mr. W. Kinnear, Chief Engineer, was accompanied by Mrs. Kinnear and two of their children.

The Catering Officer, Mr. E. Trotter, found out that the Kinnears would be celebrating their wedding anniversary during the trip and so decided to organise a social evening of the event which could be enjoyed by all.

He arranged to lay on a cold buffet in the Officers' Smokeroom and also had baked and iced a special cake to mark the happy occasion.

Everyone thoroughly enjoyed themselves and a vote of thanks and a few words of appreciation were given to Mr. Trotter and his staff, who had made all the preparations in their own time. The accompanying photographs will give readers some idea of the care and attention to detail which went into their preparations.



Mr. and Mrs. Kinnear wrote to the Office expressing their gratitude to the Catering Staff for the excellent manner in which they were looked after during the voyage and for the very special effort made for them on August 16th when, they assure us, they spent one of their happiest anniversaries.

D.B.

Mr. and Mrs. W. Kinnear, their daughters, and the cake mentioned above.

Captain C. Strachan and Mrs. Kinnear.



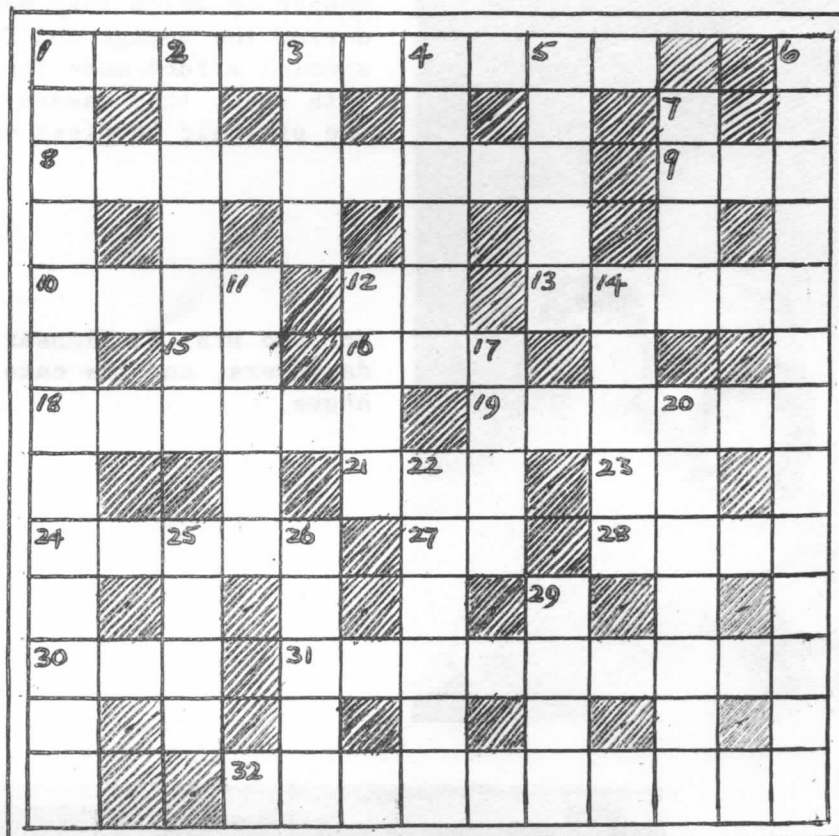


## CROSSWORD

(Solution on Page 28)

Across.

1. Native of Australia (10)
8. Reiterating (9)
9. Purpose (3)
10. Tie up, all shipshape! (4)
12. Exist (2)
13. Wander about (5)
15. A short radio officer (2)
16. Native metal (3)
18. The eleventh man is always this (3,3)
19. Behind the iron curtain (6)
21. Part of this belongs to him (3)
24. Corpulent (5)
27. Self (2)
28. A friend in the team (4)
30. Is this girl legally minded? (3)
31. Political agitator (9)
32. One of the first one across (10)

Down.

1. In a bitter manner (13)
2. Is this of assistance to those who do it? (7)
3. The lions do it (4)
4. If done with intent it can be an offence (6)
5. Bad temper (5)
6. Mercurial disposition (13)
7. It hurts (4)
11. Points of growth - a tree's lifeline, in fact (5)
12. All two of them (4)
14. A State of the Republic of India (5)
17. Celtic language (4)
20. Rank (7)
22. Lessen in strength (6)
25. Smooth (4)
26. Find fault and enter backwards (5)
29. Part of a wheel (1,3)

Over the years, a variety of marine 'oddities' have appeared on the scene, bringing with them the hopes and expectations of their inventors that, at last, something really revolutionary - and successful - has been achieved. Some indeed have been successful, others perhaps less so, and into the latter category must fall the Rotorship.

The rotorship was invented by Anton Flettner, the inventor of the well-known Flettner rudder. The propulsion of his rotorship was based upon the Magnus principle of the effect of wind upon rotating cylindrical bodies. The rotor towers of the ship acted as substitutes for sails and proved to be more efficient than sails. Excepting experimental yachts, there were only two rotorships and both were registered under the German flag.

The first rotorship was the "Buckau", converted from a steel auxiliary three-masted schooner of 455 gross and 339 net tons with dimensions of 155.8 x 29.6 x 12.5 feet, built by Frd. Krupp A.G. at Kiel in 1920. She belonged to a series of four schooners, the others being the "Gaarden", "Datteln" and "Annen", and all were driven by ex-U-boat diesel engines. Before becoming a rotorship, the "Buckau" used to carry coke from the United Kingdom to Finland, returning with timber for Channel ports.

In the Spring of 1925 her three masts were removed and she was fitted with two cylindrical towers fifty feet high and about ten feet in diameter. These rotor towers were made of a special, hard aluminium alloy and each was rotated by a small electric motor with a speed of 140 r.p.m. Her screw was driven by a 200-h.p. motor.

As a rotorship the "Buckau" made her first voyage from Kiel to Danzig. From the latter port she sailed with a cargo of timber to the Firth of Forth and during the passage met rough weather but proved to be a seaworthy vessel. Of course, she created a sensation and people crowded the docks to view this unusual ship. Soon after her return to Hamburg with a cargo of coal she was chartered by some enterprising people, her holds were ballasted with two hundred tons of sand and covered with a wooden floor, she was decorated with gay nautical paintings and fitted with a bar. As a pleasure vessel she visited German Baltic ports and Stockholm, making short trips to sea with holidaymakers.

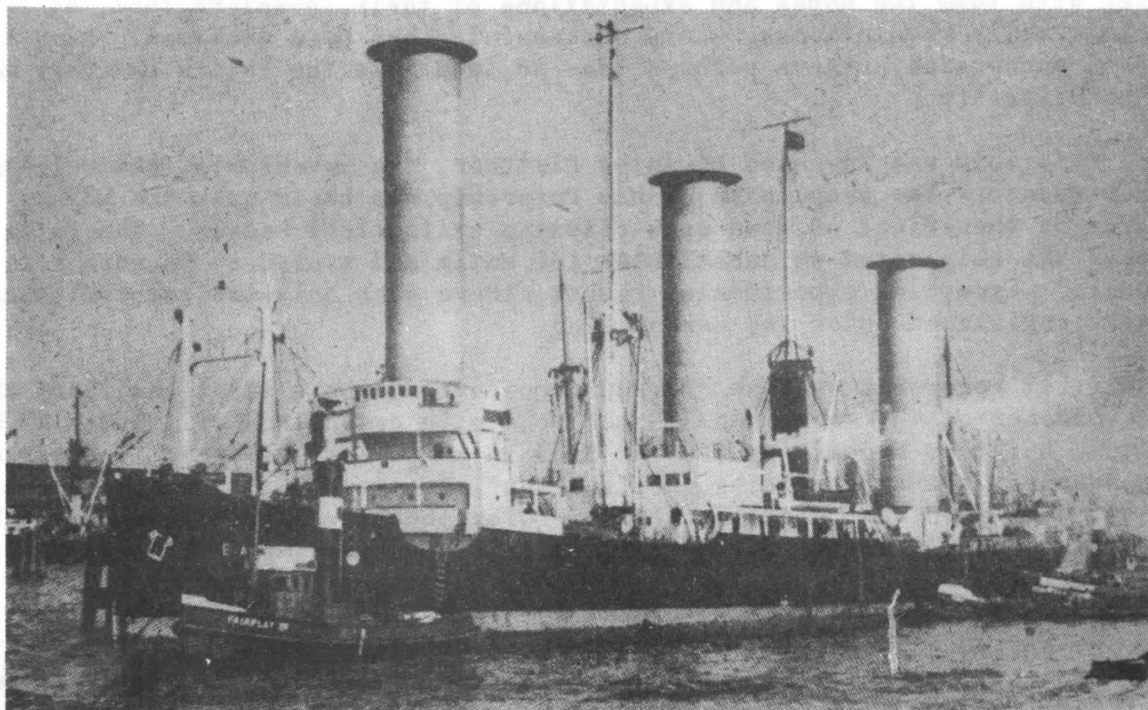
Autumn saw the "Buckau" back at Kiel. She was altered again, her tonnages became 497 gross and 254 net and she was renamed "Baden-Baden", Flettner Rotor-schiffahrts G.m.b.H. of Hamburg being her owners. With a cargo of cobblestones she crossed the Atlantic to the United States and her ocean passage has been described as very satisfactory. In the United States she did not create the expected sensation and she was sold there and converted back to an ordinary schooner. Two years later she was lost in a hurricane off Cape Hatteras.

German naval authorities became much interested in Flettner's invention and they ordered the construction of another rotorship - the "Barbara" - built in 1926 by Akt Ges. Weser at Bremen. She was a steel, single-screw, diesel-driven, cruiser-sterned vessel of 2,077 gross and 1,010 net tons with dimensions of 284.6 x 43.4 x 16.6 feet. She was fitted with three rotor towers about sixty feet high and about fifteen feet in diameter, each driven independently by an electric motor.

On trials in a moderate wind she made six knots with the rotors only, nine knots with the engine only and  $10\frac{1}{2}$  knots with rotors and engine together. Later in her life she made thirteen knots with both running. Trials under more rigorous conditions were not so successful, although she was able to keep very close to the wind - nearly two points. She was put into the Mediterranean fruit trade of the Sloman Line of Hamburg, but her actual owners were the Deutsches Reich, Marine Verwaltung (German Government). She had a black hull, white superstructure and silver-painted rotor towers bearing a broad green band.

About 1933 the "Barbara" was rebuilt into an ordinary motorship and renamed "Birkenau" by her new owners, Busier Reederei-u. Bergungs A.G. As a motorship her tonnages were 1,990 gross and 1,028 net. After the Second World War she was handed over to Denmark and Ove Skou, of Copenhagen, became her owner and her name was changed to "Else Skou".

Both rotorships created great interest but were commercial failures. A further development of this interesting type of ship was eventually dropped.



"Barbara", the second rotorship, which was built to the order  
of the German Navy

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M.V. "CAPE VERDE"

The following report, written in 1941 by Mr. Adam, at one time Chief Officer of "Cape Verde", came to light recently and illustrates vividly some of the dangers with which a maiden voyage (or any other voyage, for that matter), had to contend during the War.

"Cape Verde" - she was the second of three ships to bear the name - was completed by Lithgows Limited, Port Glasgow, in April 1941 for the Cape of Good Hope Motorship Company Limited and was a motorship of 6914 gross, 4162 net tons with a six-cylinder 4 S.C.S.A. oil engine built by J.G. Kincaid & Company Limited.

The damage suffered by the ship on the occasion in question and described in the accompanying account was repaired but, regrettably, the ship had a very short life thereafter for, on 9th July, 1942 she was torpedoed and sunk by a German submarine in position 11.32N, 60.17W (east of Grenada, British West Indies) when two of her crew were lost with the ship.

Following is Mr. Adam's report.

"Left Belfast 11 p.m. Thursday, 3rd April. Six ships, all loaded except ourselves. Ex Swedish or Norwegian "Malaya", motorship, was Commadore. For a time all went well after commencing voyage, fine weather, calm sea, light breeze, overcast on Friday morning. No planes seen until 8.28 p.m. but during the day we had two medium bombers hovering around the convoy. They were British. At 8.28 p.m., approximately 40 miles north of Smalls our escort of Blenheims had just gone away some five or ten minutes previously when the enemy plane approached from starboard. We were in the starboard column. He came very low. We had two destroyers and a converted yacht as escort. The plane then lifted to about two hundred feet above us, machine-gunning and bombing. He passed astern, circled round and approached from right aft and again machine-gunned and bombed both approaching and leaving. On the first occasion, as far as we could see, two



heavy bombs landed, one bomb on port and starboard quarter just clear of ship, being near misses. These shook the ship badly. As a matter of fact, it threw the stern up in the air. In this same attack one small bomb landed and burst the deck at the after deck, starboard side, abeam of the masthouse, exploding either inside or on deck. That particular bomb lifted two beams out of No. 5, all the top hatches and dropped them down below. I think that during this same attack one bomb burst the hull on the starboard side, right on the second frame forward of No. 4/5 bulkhead in line of tween deck. It burst the deck and landed against the frame and then went outboard again. Another small bomb struck No. 5 port, practically opened it, bounced over the side and exploded.

On the second attack bombs were dropped - two large ones which fell close astern, say thirty feet. They threw up a tremendous wall of water which went over the poop.

Our guns' crews were working full power - two machine guns, one on the bridge and one aft. The Holman Projector was not manned because it was not working owing to some valve gear trouble. The valve was taken ashore in the Clyde but was still faulty. The other damage to the ship is a hole on the ship's side just forward of 4/5 bulkhead at tweendeck level and about one foot square. There is a hole on the fore deck where the bomb exploded inside.

Everyone behaved well, with no panic. We were the only ship attacked. It was all over in ten minutes with eight minutes between the two attacks. After the second attack the bomber disappeared. The convoy stopped and asked if we were all right and at the same time we received a doctor from L.49 to attend to the donkey-man who, when entering the engine-room through the port alleyway had been nipped across the buttocks by shrapnel.

Shortly afterwards, the convoy continued at slow speed and we kept our place until we signalled that we could not continue due to No. 5 making water badly, this because of being badly buckled from about amidships aft on the port side with frames leaking and distorted. The ship's side is badly waved on the port side between frames. Water continued to gain in No. 5 and some time later it commenced leaking into No. 4. The Chief Engineer also found a leak of water into the tunnel and he could only go very slowly because the keeps in the tunnel bearings were defective. Only two of them are in place, the others being fractured. Until the time we dropped out the bearings were running hot in the tunnel, so Chief had to reduce speed until such time as the tunnel filled up when, of course, the water acted as a cooler and kept the shaft from overheating. We were then able to proceed with H.M.S. "Troubador", a converted steam yacht, leading us into Milford Haven, the nearest port. We arrived off Milford Haven about 7.15 a.m. Saturday, but found the port closed owing to mines so proceeded on to Swansea with "Troubador" still leading. We arrived in Swansea Bay and anchored at 3.45 p.m. Saturday.

The deck amidships, abeam the deep tank, is badly buckled right across the deck and down both sides of the ship are waved for about ten feet. No. 3 double bottom tank is leaking into No. 2 hold but just how much we cannot say. The 4" gun on its platform aft has capsized from its mounting. The crew's accommodation is dismantled and wrecked and radiators and pipes broken and washed out by the wave caused by the bomb."

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Mrs. Sue Clarke, wife of Mr. N. Clarke, Second Officer on "Baron Ardrossan", accompanied her husband on a recent voyage and has been good enough to send an account of part of her trip to TRIAD. More in the next edition.

#### ALL AT SEA

Accompanying a Second Mate husband on an S.S.M. voyage, I found, can offer many surprise advantages but, also, is not without its unexpected discomforts.

I waited with bated breath and uncertain stomach for the usual 'mal-de-mer' to overcome me but I was determined to prove the 'mind-over-matter' theory and even more determined to prove wrong the knowing looks and hopeful 'not-sick-yet's' from old salts aboard. However, determination won through and next voyage it will be my turn to enquire sarcastically of the condition of the first-trippers.

I was introduced, through my husband, to the wonders of modern navigation and was dutifully impressed. Even so, I perceived that the 'perfect landfalls' were not always entirely due to precise mathematical calculations and the wonderful properties of Mother Nature. A lot depended upon sheer luck and a bit of guess-work on the part of all concerned!

As I have said, being married to a Second Mate has its disadvantages. One particularly being the nightly jarring of nerves and palpitating heart as one is awakened at 11.45 p.m. by the loud jangling of the telephone. I found that the best way to soften the blow<sup>was</sup> to be the one to leap out of bed and wrench the 'phone from its rest. To leave answering to my husband would have meant at least another whole minute of torture to my ears.

Our caller, the Third Mate, from the bridge, soon got used to my incoherent mumblings as I tried to answer his cheery, wideawake greetings. I did not appreciate his attempt to bring me to quicker wakefulness one night by his rendering of 'Good-morning, Sunshine'!

After this nightly ordeal was over, then I could gain satisfaction by creeping back to bed and booting out my unfortunate husband who had always to do a top speed dressing act before groping his way two flights of stairs to the wheel-house.

A peaceful trip across the Atlantic, in hot sunshine for some of the way, served to lull me into a false sense of security. I wanted only to be allowed this lazy paradise for ever more. To lie in the sunshine and occasionally rouse myself for a swim in the pool or for a cooling drink. But, when I saw how harsh was the glare of this same sun in a city, how the tall American buildings reflected the heat until your head ached, I then came out of my dreamland and fell back to earth and reality.

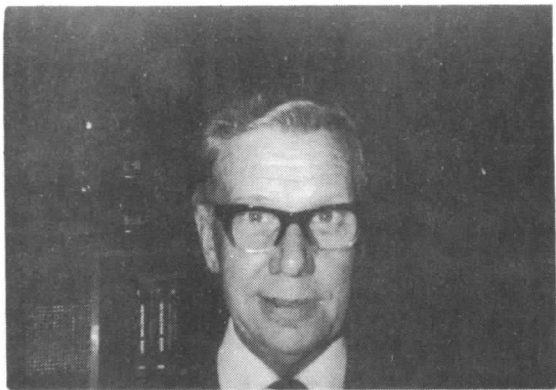
Tampa was a peaceful enough city in its own way but, oh, so hot in every corner. The modern American way of life had penetrated in the usual ways. Cops stood glaring, armed to the teeth, on every street corner and helicopters landed like huge humming birds on roof tops. But still, the air-conditioning was from way back and consisted of large fans from the old mystery movies filmed in Casablanca or Suez.

It was also easy to see oneself as a star of an adventure when we reached Panama. Through the Canal we slid almost silently. The background noises were those jungle screeches, croaks and cricket yammerings. The water was muddy and mysterious. From the creeks you expected to see the nostrils of alligators appearing on the surface. Both sides of the Canal were thick with tropical forest vegetation and then in contrast was the super-efficiency of the Canal locks. Quick as a flash the workers looped the ropes together, in no time the locks were emptied or filled and the ship peeped curiously over the gates to see the next level of land she would investigate.

Out of the Canal and into the Pacific we seemed to be free of all other humanity, here we could lose ourselves with very little trouble. This vast ocean holds many secrets and creatures beneath its waves and some of them showed themselves to us as we passed by. Quite regularly we were treated to a show performed by porpoises. In groups of three and four they leaped gracefully over the water in perfect arcs, a manoeuvre requiring perfect timing and harmony in the group. Turtles bobbed unconcernedly past us when the sea was calm like the proverbial mirror and a deep, shining blue.

Reaching Japan was a feat that seemed would never be accomplished. That long voyage of almost a month offered no diversion - not a single glimpse of an island until, finally, we reached Japan. This is a country holding many mysteries, so I had heard. Here I would discover the wonders and secrets of the Orient, of which I had been told for so long. In fact, it was a marvellously different land.

The language, people, food, and most of all the traditions and customs were interesting to sample but impossible to understand fully. As always when visiting a foreign land, language is an immediate problem but this is even more apparent in an eastern country such as Japan than in most western lands. Generally, in the western world languages are often similar and common words can be found to help but in the east one really meets a barrier where language is concerned. There is very little common spoken and certainly no common written language. Perhaps the only exception is 'Coca Cola', and there's a limit to how far one can get with that!



Mr. John Pryde. On completing his apprenticeship with the London & North Eastern Railway Company in Glasgow, John Pryde joined the British India Steam Navigation Company as a Junior Engineer late in 1929 and served for about two-and-a-half years on a cadet-ship running between the United Kingdom and Australia.

After some leave and obtaining his Second Engineer's Ticket, he transferred to the British India Indian Coast Service where, after three-and-a-half years continuous service away from home, he was 'rewarded' with seven months paid home leave. This leave was used to sit for his Chief's Ticket.

After several more years of Indian Coast Service and a spell of war service of about five and-a-half years, he resigned from British India - much to the relief of his wife whom he had managed to marry six years previously after waiting patiently. Of course, before the war, and for a considerable spell after as well, wives did not have the privilege of accompanying their husband to sea.

A few months later, John Pryde joined the Fishery Protection Service of the Scottish Home Department (as it then was) and on his first comparatively small ship was seasick for the first time in his seagoing career! However, he soon got used to smaller ships and the untropical weather and, with the short three-week trips, it seemed like a 'bobbie's job' compared with service on the Indian Coast.

Eventually, he dragged himself away from the sea in January, 1969 and a few months later joined the Technical Department of Scottish Ship Management.



Mrs. Fiona McCallum. Fiona McCallum joined Scottish Ship Management in January, 1971 as Secretary to Mr. H.A. Walkinshaw. She finds the work most interesting and enjoys the friendly atmosphere. Fiona also worked on the formation of Seaforth Maritime Ltd. and found it very exciting.

In her leisure time she enjoys swimming, badminton, ski-ing and art. She toured the U.S.A. for some months but decided there was no substitute for Scotland.

Both Fiona and her husband have a number of friends in France, a country they enjoy visiting, and hope their next visit will be to the Mardi Gras in Nice.

Mr. Andrew Gillies. Andy Gillies joined Scottish Ship Management on 17th August, 1970 as an Office Boy and after serving for one year at the Front Desk, he moved to the Costing Department and thereafter to Marine Accounts.

His hobbies include record-collecting and watching football (Rangers, of course!).

Andy is engaged and presently lives at Scotstoun, Glasgow.





Q U I Z .

1. Name the sea that separated the conflicting nations in the Punic Wars.
2. What is the chemical name for Glauber's Salt?
3. The "Pinta" and "Nina" were two of the vessels in a fleet that set sail in 1492 on an historic voyage. Name the third ship in the fleet.
4. What is the origin of Mark Twain's pen name?
5. 'Volt' is a scientific term, 'Volta' is a musical one. What is Upper Volta?
6. Olympic champions receive gold, silver and bronze medals. What was the reward for victorious athletes in the days of Ancient Greece?
7. A number of words begin with 'tele.....'. What does this prefix mean?
8. Where in Ireland do many people gather on the last Sunday in July, and why?
9. What are the White Dwarfs of the sky?
10. What were the 'Rebecca Riots' in Wales in the 1840's?
11. Who was the last czar of Russia?
12. According to tradition, how did Nelson receive the signal to retire at the Battle of Copenhagen?
13. Name the dog who was Earth's first space traveller, and what was its nationality?
14. What is the common interest of the men who call at Lincoln's Inn in London?
15. Who was the son of King Edward III who won his spurs at the Battle of Crecy?
16. The journey by jumbo-jet from New York to London takes about seven hours. What trip takes 27 days, 7 hours, 45 minutes, 11.5 seconds?
17. Where does the word 'Kiosk' come from?
18. Name the island where Shakespear's 'Tempest' takes place.
19. Where is the Indian Ocean's deepest point and what is the depth?
20. What is a 'Chiffonier' or 'Lumpensammler'?

(Answers on Page 28)

## THE LOSS OF THE "PREUSSEN".

This is an account of the loss of this fine ship on the rocks near Dover in November, 1910.

On October 31st, 1910 the "Preussen" left Hamburg with general cargo for Valparaiso. The tug "President Leeuw" towed her from the River Elbe to the Channel and on November 5th the Royal Sovereign lightship was passed at 2150 hours. As there was a fresh wind blowing from the N.N.W., the tug was discharged and all sails were set, this task being finished at 23.45 hours.

In the meantime, the wind had abated and about midnight the "Preussen" was making speed of only four knots. The weather was hazy and Captain Nissen had ordered fog signals to be given from 23.00 hours, although the visibility was still sufficient to see Beachy Head Light at a distance of five or six miles. A little before midnight Captain Nissen sighted the two masthead lights, and soon afterwards the red sidelight, of a steamer six points on his starboard bow at a distance of about two miles. The steamer later proved to be the cross-Channel vessel "Brighton", en route from Newhaven to Dieppe. Aboard the "Preussen" the fog signals were now given at shorter intervals.

Captain Hemmings of the "Brighton" saw the "Preussen's" green light rather late and two points on his port bow. Going at a speed of seventeen knots, he thought the distance between the two ships too small to allow him to pass under the stern of the sailer, so he put his ship's head hard to starboard, rang the starboard engine full astern and gave one short blast. When Captain Nissen of the "Preussen" became aware that the steamer was trying to cross his bows, he ordered his helm hard-a-port and his after-yards braced aback.

However, a collision could no longer be avoided. The bowsprit of the "Preussen" carried away, the foremast and forward funnel of the "Brighton" was itself broken off. In her bows the "Preussen" sustained a hole fifteen feet in length which reached below the water-line with the result that she was leaking in her forepeak.

After the collision the "Brighton" turned around and after twenty minutes came near to the "Preussen" again in order to exchange names. The masters asked each other whether they needed assistance but neither ship required help, except that Captain Nissen asked the "Brighton" to send him out a tug. The "Brighton" returned to Newhaven and Captain Hemmings sent out the tug "Alert".

After the "Preussen's" headgear had been cleared as well as possible, the ship was put on a westerly course in order to make Portsmouth but the scanting wind soon forced the abandonment of this idea. So, she was turned around and Captain Nissen resolved to bring his ship into Dover Harbour for temporary repairs and he informed his owner of this decision by flag signals to Beachy Head.

Wind and sea began to increase when the "Preussen" steered eastward on November 6th, but Captain Nissen apparently did not consider his situation in any way desperate. He still hoped that he would be able to help himself and when he passed Dungeness he decided to anchor behind the Ness in order to see whether his crew could effect temporary repairs so that he could sail the ship back to Hamburg. At anchor behind the Ness he had still the option of going into Dover Harbour as there were now three tugs standing by -- the "Alert" (sent by the "Brighton"), the Belgian "John Bull" and the German "Albatross".

At about 1430 hours on November 6th Dungeness was rounded, the sails were clewed up and the ship was brought head to wind. When she had lost her headway and was heading well by north, the starboard anchor was dropped in twelve fathoms of water but the wind and current quickly caused her to make sternway so that the windlass could not hold the cable. The port anchor was also dropped but it did not help. Neither cable could be stopped and they went out to the ends and broke the shackles on the keel.

After this manoeuvre the "Preussen" was in a very bad situation. She was

without cables and anchors and the wind had gone to the south-west and reached gale force. Captain Nissen then asked the three tugs to take him into Dover Harbour and he took a Trinity House pilot on board. All sails were furled and the "John Bull" got a tow rope from the starboard bow, the "Albatross" one from the port bow and the "Alert" was made fast alongside to starboard.

The vessels made for the eastern entrance of the harbour and when they were close to it a very strong and long-lasting squall came up. The three tugs could not keep the heavy ship in her position and went slowly astern with her towards the shore. Things became worse when the tow rope of the "John Bull" parted. Captain Nissen now saw that the only chance to save his ship lay in using sails.

The hawsers of the other two tugs were slipped and the "Preussen's" five lower topsails were set as quickly as possible. The yards of the three after masts were braced aback, while the sails on the fore and main masts were kept shivering so that her head might not be driven too much to leeward. The crew did their best, the ship really got under way astern, and the distance from the shore gradually increased.

The ship's company already believed that the imminent danger was over when the forepart of the vessel apparently touched a submerged rock so that she at once swung round and was driven broadside towards the shore. At about 1630 hours she was stranded and because of the high seas which were by then running it was impossible to make fast the tugs again. The "Preussen" was bumping heavily on the rocks and by 2030 hours she had twenty inches of water in the hold.

Crews from the lifesaving stations at Dover and St. Margaret's arrived on the scene and managed to get a line on board the vessel by means of the rocket apparatus. Neither the "Preussen's" crew nor her two passengers wanted to use the line as they still had hopes of getting the ship afloat. So the efforts of the coastguards were in vain but the verdict of the Court subsequently acknowledged the brave behaviour of Coastguard Arthur Hughes, who had climbed down the cliffs under very difficult circumstances.

At high water during the night November 6th-7th, the tugs "Albatross" and "Lady Curzon" were made fast but their attempts to tow off the "Preussen" met with no success as she had six feet of water in the hold by then. The efforts to float the vessel were continued, however, on November 8th. During a spell of fine weather the crew left the ship in their own boats because the "Preussen" began to break into two parts. Further salvage operations were undertaken under the management of the superintendent of the Laeisz Line, the ship's owners, and the underwriters and resulted in saving part of the cargo and the gear.

At the subsequent Inquiry Captain Nissen was not blamed either for the collision or the stranding. Looking back at the matter, it might be considered that his decision to anchor behind the Ness was an error of judgement, but the masters of the Laeisz 'Flying P' liners were accustomed to the taking of some risks in handling their ships and it should be appreciated that Captain Nissen had not calculated for the chain of misfortunes which befel him that day. His owners did not blame him for the loss of the line's 'crack' ship and, indeed, soon after entrusted to his command the newly-built "Peking" which he sailed for many years until after the First World War.

Footnote: The "Preussen" was built in 1902 by Tecklenborg for Herr Laeisz, Hamburg. She was the only five-masted sailing ship which was square-rigged on all five masts ever built and she displaced 11,150 tons. Her gross and net tonnages were 5081 and 4788 respectively and she was capable of carrying about 8,000 tons of cargo.

As a firm, Laeisz's 'P' Line was unfortunate when it came to collisions in the English Channel and the loss of the "Preussen" was probably their greatest loss in this area. The ship was on her fourteenth voyage when she was lost.



In the Spring, 1972 TRIAD I was astonished to find a photograph of an Anti-Clockwise Haggis standing, as bold as brass, on the slopes of Dumgoyne Hill in Stirlingshire. I had no idea that such a beast still existed but, from Mr. Will's account, they would appear to be very common in that area and I am very concerned, for these animals are extremely dangerous. However, let me begin at the beginning and explain.

Originally, there was only the Clockwise Haggis in the Scottish Highlands, namely the one with the left leg longer than the right, and therefore able only to circumnavigate a mountain in a clockwise direction. These were peaceable, sun-loving little creatures which lived in burrows which were always situated on the north-east shoulder of the mountain which was their domain. At sunrise they would appear, popping suddenly out of their burrows, to stand blinking in the golden dawn fluffing up their feathers, chirping, grunting and whistling in happy anticipation of the new day. Throughout the day they would graze across the southern slopes, following the sun westwards and thus arrive on the north-west shoulder at sunset. As darkness began to fall, they became seized by a kind of mad panic and, uttering short, sharp, shrill whistles of alarm they would gallop headlong across the northern slopes back to their burrows where they invariably piled up in a fearful, whistling, squeaking, squealing, writhing heap which slowly settled, like sand in an hour-glass, until, with a final squeak, the last haggis disappeared for the night.

Introduced into New Zealand towards the end of the last century, the main reason for their lack of success was not, as you say, the Kea Bird, but the fact that they could not follow the sun while grazing for, as everyone knows, the sun moves from east to west across the northern sky in the southern hemisphere and therefore in an anti-clockwise direction. The clockwise Haggis, when turned loose in New Zealand, was considerably confused by this phenomenon and, unable to graze properly, became weakened and vulnerable to the Kea Bird, which wrought great destruction among them. However, the circumstances so frustrated the haggis that the survivors became mean and bad-tempered, which greatly improved their fighting qualities and now, when it is almost too late, they stand a chance of survival.

When it was thought that the haggis had become extinct in New Zealand, a solitary Anti-Clockwise Haggis was seen in the hills just to the north of Invercargill in 1919. This was the first of this species ever seen and how it evolved is a mystery, although most authorities accept the theory that a Clockwise Haggis must have had its left leg bitten off by a Kea Bird and, whilst growing a new limb, discovered the advantage of having a short left leg in the Southern Hemisphere and therefore extended the right leg instead. (Like members of the crab family, the haggis is capable of regenerating lost limbs). The Anti-Clockwise Haggis never did appear in New Zealand in any great numbers but authentic sightings are reported to the R.S.P.C.H. from time to time, although rarely from north of Christchurch.

Just prior to the Second World War, a Baron Line Chief Engineer was presented with a sickly young Anti-Clockwise Haggis when his ship was in Dunedin. The haggis had been badly mauled by a flock of Kea Birds but the Chief took it back to the ship and nursed it back to health, finally taking it home and keeping it for some years in a hutch and coop in the back garden of his home up near Spean Bridge. (The way in which he circumnavigated the quarantine laws must remain a secret). He never succeeded in taming it properly and it retained its ferocious New Zealand temperament, being quite unapproachable by anyone except himself.

In the summer of 1943 a neighbour's alsatian dog discovered the haggis and thereafter visited it daily, barking and snarling at the poor little prisoner which normally continued to lie apathetically in its dust bath, only occasionally opening its eye to cast a distainful look upon the enraged dog. However, one day while the dog was industriously endeavouring to tunnel under the wire of the Haggis' enclosure, the Chief's wife just happened to see the haggis suddenly leap into the air and then rush into its hutch, which began to rock violently to the accompaniment of loud thumps and bumps. The hutch

quickly disintegrated and out of the wreckage shot the haggis which, kicking the dog violently in the ribs and snapping at it, disappeared through the hedge in a cloud of dust, feathers and privet leaves. The whole incident had taken less than thirty seconds and the haggis was never seen again, despite an intensive search by the Home Guard and local constabulary, who feared that it might be rabid - a fear also felt by the alsatian!

Having read my story, you will now understand my astonishment at finding a photograph of an Anti-Clockwise Haggis in the Spring TRIAD. I can only suppose that these beasts are breeding and becoming more numerous in the Highlands and that they must be the descendants of the Chief Engineer's haggis which escaped almost thirty years ago. In view of the exceptional ferocity shown by these creatures in the past hikers, mountaineers and others of the like should take great care in the Highland areas and most definitely give Anti-Clockwise haggis a very wide berth should any be sighted. It is well known that, when one of these bites, it never lets go until it hears the bone crack and so, if you must venture on to the Dumgoyne Hill, or any other hill for that matter, take my advice and fill the inside of your socks with cinders which crack loudly, thereby inducing the beast to let go before any serious damage is done. (Another advantage in adopting this suggestion is that it is considered unlikely that haggis like the taste of cinders and ash and so are likely to relax their grip).

Mr. Will's description of a haggis hunt describes the type of hunt normally laid on for tourists in conjunction with local Highland Games. The every-day work of catching haggis is in fact very much more prosaic. A hunter, suitably camouflaged by some tufts of grass, heather and broom, takes up his position on the northern slopes of a mountain shortly before sunset. He is equipped with a light pole about twenty feet long which has a net on either end, rather like a double-ended fisherman's landing-net. When the evening gallop of the haggis back to the burrows begins, he scoops up the haggis to left and right. This is not as simple as it may sound for, as an old Aberdonian haggis-catcher once explained to me whilst on the back of Ben Macdhui, with a voice deep-charged with passion, "They dinna rin straight, ye ken. They jist keep jinkin' up an' doon".

For the edification of readers who may be contemplating a touring holiday in the Highlands, the morning exodus of the haggis is an essential for inclusion in the list of 'things to see'. In any rural pub on a Saturday night a willing guide can easily be found who will take you to some suitable vantage point and keep you company during your wait and will do so merely for the privilege of sharing your 'carry-oot' consisting of a bottle of whisky and a dozen exports (each). You should always be in position before midnight and await the dawn in absolute silence and you should therefore refrain from singing or telling jokes. The slightest noise before sunrise will keep the haggis in their burrows throughout the entire day and many a long vigil has been in vain even although only soft, sentimental songs were sung and mouths and noses were tightly covered during fits of laughter.

I.J.I.B.

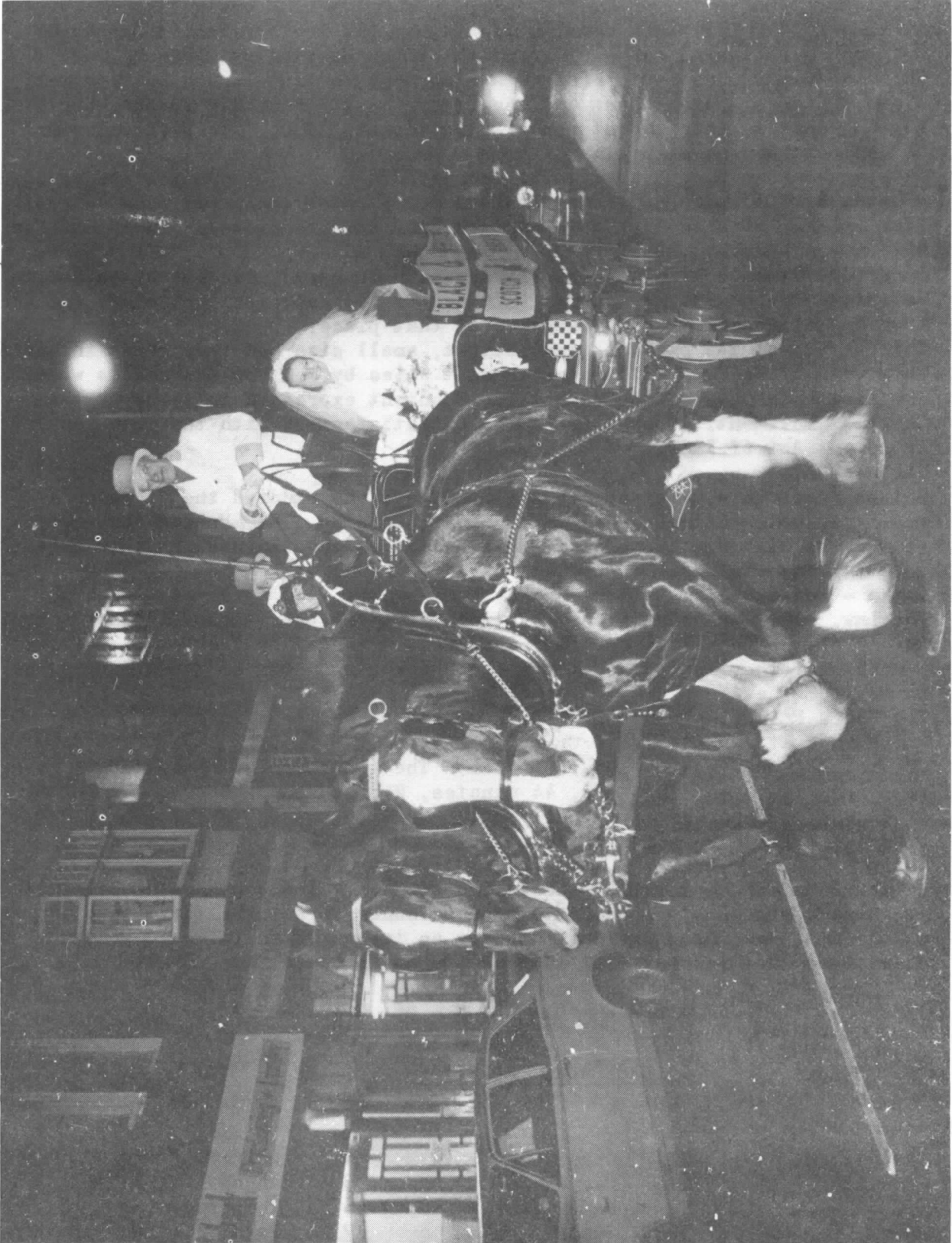
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M.V. "CAPE SABLE" (Cypriot).

Readers will recall seeing on Page 34 of the last edition of TRIAD (No. 16), the photograph and comments concerning the Cypriot "Cape Sable".

Sadly, there is a most unhappy sequel to that article for it was reported on the 18th December that, whilst eighteen miles off La Corunna, north-west Spain, she was caught in a Force 10 gale and suffered an inrush of water into No. 1 hold with the result that she sank. A survivor described the vessel as having been hit by heavy seas and the bow being swamped by driving waves.

Of the crew of nineteen, no fewer than thirteen were lost.



A happy photograph taken at the wedding of Second Officer James Johnstone and his Bride, Miss Polly Raymond, at the beginning of January. TRIAD congratulates them on their wedding (AND on their choice of wedding carriage!) and wishes them every happiness. Chief Officer C.S. McDonald was Best Man and Second Officer Ron Duncan and Fourth Engineer Colin Grieg, and others, represented Scottish Ship Management amongst the guests. Photograph by courtesy of Milngavie & Bearsden Herald.



# QUIZ ANSWERS.

1. The Mediterranean. The two nations were Rome and Carthage (North Africa)
2. Sodium Sulphate.
3. "Santa Maria". She was Columbus' flagship on the voyage when he discovered America.
4. It is a river pilot term meaning two fathoms (12 feet). Samuel Langhorne Clemens (Mark Twain) was a river pilot on the Mississippi River.
5. An independent country in Western Africa. It is land-locked between Mali, Niger, Dahomey, Togo, Ghana and the Ivory Coast. Formerly French, Upper Volta became an independent republic in August, 1960. Its official name is Republique de Haute Volta.
6. They were crowned with wreaths of laurel. They were also sometimes awarded wreaths of wild olives, green parsley, dry parsley and green pine leaves.
7. 'Far off' or 'Distant'. It is derived from the Greek 'Tele', meaning 'Far Off'.
8. On Croagh Patrick Mountain (a holy mountain in Mayo), where they gather to celebrate the banishing, by St. Patrick, of all reptiles in Ireland, traditionally said to have happened at that place.
9. White stars of low overall light output, small size and very great intensity.
10. They were attacks on toll-gates in west Wales by men who dressed as women. The riots were associated with the discontent expressed in towns by the Chartist Movement. There was bitter dissatisfaction with the Poor Law Amendment Act of 1834.
11. Nicholas II.
12. Nelson raised his telescope to his blind eye and studied the signal. 'I really do not see the signal', he said to an aide. He ignored the order (not to go within range of the shore batteries) and turned possible defeat into a great victory.
13. Laika - Russian.
14. The Law. They are barristers, or training to be barristers. Students apply to one of the four Inns and attend courses arranged by the Council of Legal Education. They must dine at the Inn a certain number of times during the terms that they keep.
15. The Black Prince. Prince Edward was sixteen when he gained the rank of Knighthood at the Battle of Crecy in 1346.
16. The trip of the Moon around the Earth. The time from new Moon to new Moon is longer (29 days, 12 hours, 44 minutes, 2.8 seconds) because the Earth of course moves around the Sun.
17. From the Turkish word for 'Palace'.
18. Corfu.
19. In the Java Trench, south of the Island of Java. The depth is 25,344 feet.
20. The name given to a ship used to save prisoners - say the first in a series captured at sea during war and used as an 'ark'. When full, it would be despatched to a neutral port to land its human cargo.

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## CROSSWORD SOLUTION

### Across

1. Australian.
8. Repeating.
9. Aim.
10. Moor.
12. Be.
13. Range.
15. R.O.
16. Ore.
18. Not out.
19. Russia.
21. His.

24. Obese.
27. Me.
28. Mate.
30. Sue.
31. Anarchist.
32. Aboriginal.

### Down.

1. Acrimoniously
2. Support.
3. Roar.

4. Loiter.
5. Anger.
6. Temperamental.
7. Pain.
11. Roots.
12. Both.
14. Assam.
17. Erse.
20. Station.
22. Impair.
25. Even.
26. Emalb.
29. A cog.

We are grateful to the Secretary, Clyde Cruising Club, for his permission to reproduce in TRIAD the following article, which originally appeared in the Clyde Cruising Club Journal for 1960.

### A NIGHT IN THE TRESHNISH ISLES.

by 'Veritas'

Last autumn my wife and I had a most curious experience and I am recounting it now in the hope that someone will offer a rational explanation other than that the evidence has been faked or that we were both very, very drunk.

We were having a late September 'last cruise of the year' and had left Tobermory in the early afternoon intending to go to Iona but, rounding Ardmore Point, we found not only the strongly-running tide against us but also, quite unexpectedly, a stiff south-west breeze.

The result was that by the time it was coming on for the darkening, we were down only as far as about a mile north of the Treshnish Isles. Here we decided to call it a day so, in the last of the light and at near dead high-water, we crept in through the reefs and anchored in the little bight off Sgeir nan Cais-teal. Quickly we cleared up on deck and soon were sitting down to our supper.

Our meal finished, we sat on for a while dallying over our coffee and cigarettes and as we did so there was a slight bump alongside. I jumped up on deck and found a small dinghy (more a coracle than a boat) lying on our starboard side. In it was a short, broad-shouldered man with a neat, sharp-pointed beard and wearing an ancient battered yachting cap.

"Good evening," he said as soon as I appeared and I realised at once that he was an American, not a brash New Yorker but one of the softer-spoken lot - from Boston, say. I returned his greeting and asked what I could do for him.

"I saw you come in", he said and waved his hand in a north-easterly direction and, looking as he indicated, I saw the dim outline of a yacht and a bright riding-light about a couple of hundred yards off. Even then I thought it curious that neither my wife nor I had seen it earlier as we must have passed quite close to it.

"I'm cruising single-handed", the man continued then, musingly, "Been cruising a long, long time and sometimes I get very lonely", then, more briskly, "And I would be real obliged if you would take pity on an old man and come across and have a yarn and cheer me up".

"Of course", I said, "We'd love to. We've just finished supper and as soon as we are cleared up we'll be right along and be very glad to do so. But come aboard, now, for a minute and meet my wife".

He scrambled, rather stiffly, aboard but I could see by the way he handled his painter and made it fast with a flick of the wrist that he was no novice in a boat. We went down into our cabin and my wife was introduced. Of course she had heard all that had been said and miraculously, the way wives have, she had managed to tidy up the cabin and bundle all the supper things out of sight.

When being introduced, our visitor bowed in a quaint, rather old-fashioned way to my wife, then went on to say he would hurry back to his boat to get ready for 'such a very charming guest'. The way he said this made it sound not the least bit insincere and I could see my wife was genuinely pleased.

"Before you go", she cried, "You must sign our book". She took our visitors book down from the bookshelf, turned it to the right page, then handed it over, together with a pen.

Labouriously the man signed and then, before we had a chance to read what he had written, he had shut the book and replaced it on the shelf. Two minutes later

he was off and I was hauling our dinghy alongside so that we could follow him.

"Did you catch his name?" whispered my wife.

"No, I didn't," I replied, also in a whisper. "He sort of mumbled it and the accent beat me".

As we closed the old type, straight-stemmed, very high freeboarded yacht, we saw our host-to-be was busy sweeping down his decks. He must have had them sanded because, as we drew alongside, several small stones rattled into our dinghy and, as it fell, one hit my foot.

We got aboard and went down into the rather dimly lit cabin. I had hoped to get a better look at the man than I had had previously but, somehow, he always seemed to be in the shadows and all I could definitely say was that he was a lot older than I had first thought and I found myself wondering how he managed all alone at his age.

Soon we were grouped round his table drinking coffee and my wife and I were trying not to notice the astonishingly thick black tobacco which he smoked in a meerschaum pipe (a thing neither my wife nor I had ever seen before - I thought they had died about the same time as King Edward VII).

He was almost pathetically glad of our company and kept repeating again and again, always in the same musing tone, how lonely he sometimes got always sailing and always alone. "You know", he said once, "It's many, many...." he hesitated and I had a feeling he was going to have said "years" but had managed to check himself. "It's a very long time since I spoke to anyone, let alone a lady", and again he gave his stiff little bow.

Gradually he thawed and as he did so he found his voice and, till long after midnight, he kept us enthralled with his tales. Tales of faraway harbours, of gales in the high latitudes, of sweating it out under a blazing sun for days of soul-destroying calm in the tropics. Of adventures in low dives and high places. Of love and of sudden, violent death. In almost anyone else I would have set down more than half of what he told us as 'line-shooting', but he carried such an air of truth about him and everything was told in such plain, unvarnished, matter-of-fact way with no boastfulness we never for a moment doubted a word.

About two o'clock we went back on board our own boat and tumbled into our bunks. Shortly before six, as it was beginning to get light, we began to roll rather heavily so I went on deck to see that all was well. Naturally I looked to see how the other yacht was faring and was a little surprised to see that she had already sailed. To sail out of that anchorage single-handed and in the dark was not a job I would have cared to do.

Then, like a blow in the face, I realised something more. Not only was there no yacht there but there never had been a yacht there! There could not possibly have been one there! I did not know the anchorage except as a sketch plan in the sailing directions and nothing odd had struck me the night before but, in the daylight, it was all too clear to me that if a yacht had been anchored where the old man's had been it must have been high and dry on top of the islet lying to the north-east of us. Bewildered, I called my wife to come up and join me so that I could see what her reactions would be. Not very willingly she turned out and poked her head out of the hatch and she, too, looked to the north-east.

"Oh, he's gone already", she said, then a look of puzzlement came over her face. "But goodness! How....."

"Quite!. I interrupted. "How? Why? Who? What?"

For a moment nothing was said, then my wife laughed a little uncertainly. "Of course", she said, "We must have been swinging the other way".

"In that case", I countered, "He was anchored half way up that hill on Lunga".



My wife ducked down out of sight, leaving me pondering and, for some reason, vaguely uneasy. In a minute she reappeared and, in her hand, was the visitors book.

"This is more than queer, or it's a poor joke", she said, handing me the open book and I could see that besides being as bewildered as myself, she was more than a little frightened.

I glanced quickly at the open page and there, written in old-fashioned, copper-plate writing, was the entry:-

Joshua Slocum.....Spray.

"This is damned silly, altogether", I thought and then, remembering the stone that had hit my foot the night before, I went aft, hauled our dinghy alongside, and then, from underneath the floorboards, recovered half-a-dozen needle pointed common tacks.

I have them in front of me as I write so that they, at least, are facts that cannot be easily explained away. You will remember, if you have read his book, that at night Slocum always strewed his decks with just such tacks.....

(NOTE - The Editor of Clyde Cruising Club Journal adds the following footnote)

We know the author well and have never known him to say anything that was not strictly true. He is quite unfanciful, the most prosaic of beings - 'A primrose by the river's brim, etc.'

The only solution we can offer is to quote Hamlet - "There are more things in heaven and earth, Horatio, than are dreamt of in your philosophy".)

- - - - -

#### HAUGESUND CHANTYCHOIR

When Autumn arrives in Haugesund and the nights begin to close in a little earlier, the 'Chantychoir' begins its regular weekly meetings and if you happen to pass by the best restaurant in town - "The Captain's Cabin" - the sound of male voices raised in song may be heard: "Rolling Down to Rio" or asking what's to be done with the "Drunken Sailor".

Mr. Lazaras and myself are regular members of the 'Chantychoir' and look forward to this pleasant way of spending an hour-and-a-half on a Wednesday evening.

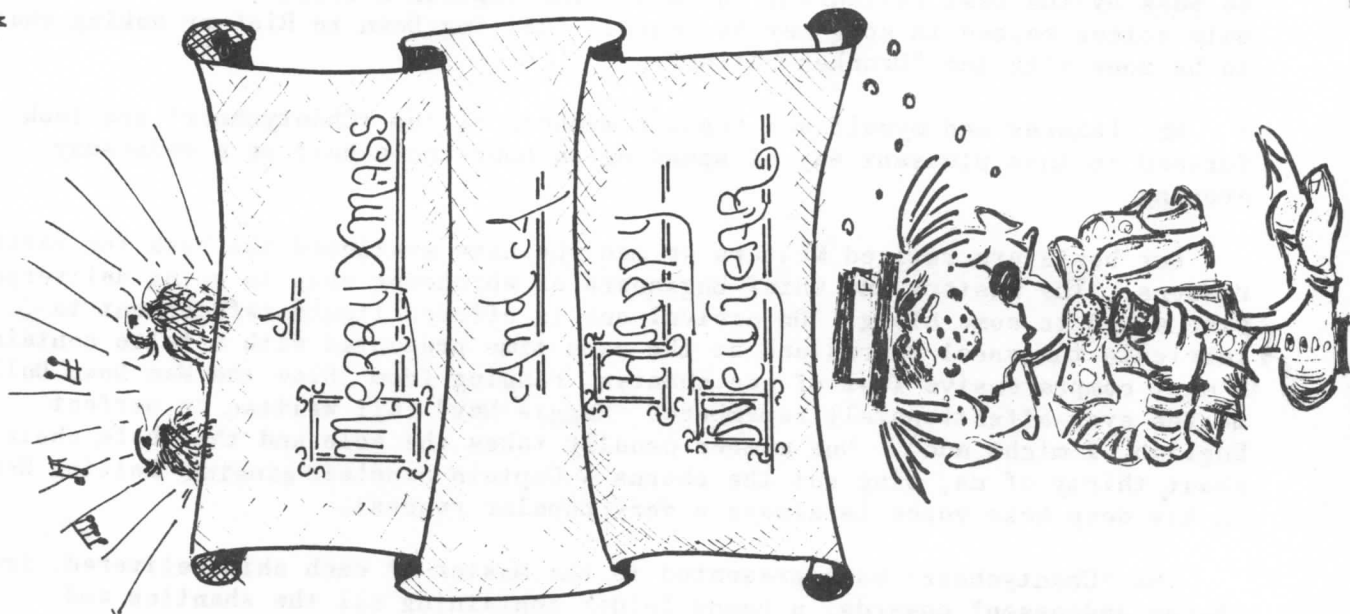
Our hosts are retired Masters or men who have swallowed the hook for various reasons. The Masters and Chief Engineers of whichever ship is being delivered are also asked to come along. On arrival one is offered liquid refreshment to lubricate the vocal chords and at the same time presented with a folio containing a most comprehensive list of sea shantys, ranging from "Blow the Man Down Bullies" to the ever-affectionately remembered "Maggie May" (all written in perfect English, I might add). One member usually takes the solo and the whole choir, about thirty of us, sing out the chorus - Captain Sinclair singing "Rolling Home" in his deep bass voice is always a very popular request.

The 'Chantychoir' have presented to the Master of each ship delivered, from "Baron Ardrossan" onwards, a bound folder containing all the shanties and appropriately decorated and designed for each ship.

January, 1973 will see the delivery of the last vessel in the series and the nights spent singing at the 'Chantychoir' will long be remembered by myself and I'm sure that I speak for all the other S.S.M. employees who have been fortunate enough to attend these evenings.

As TRIAD is read by members of the 'Chantychoir' who work at Haugesund Mekaniske Verksted, may I say a heartfelt 'tusand takke' to them for their kind invitations to their meetings from all the many friends in S.S.M. and let us hope that when we say 'goodbye' in January that we can sing the well-known

# Mr. Gayle's Christmas



1972 Christmas Dinner 1972.

Shrimp Cocktail.

Juices

Tomato

Orange

Pineapple.

Soups

Asparagus

Tomato

Baked York Ham

Roast Turkey

Madiera Sauce

Sage Stuffing

Sirloin Steaks

Brussel Sprouts

Mushrooms

Garden Peas

Roast

Boiled

Chipped Potatoes

Christmas

Pudding

Rum Sauce.

Pears Cream

Plums Cream

Ice Cream

Lettuce

Tomatoes

Cucumber

Spring O.

Apples

Oranges

Dates

Mixed Nuts.

Cheese

Crackers

Tea Coffee.

Wines

Beers

Spirits.

TRIAD No. 16 provided a Computer Programme, accompanied by an invitation to submit a solution to the problem. Mr. William M. Hughes, Chief Engineer on "Cape Leeuwin", has sent in a solution which we have pleasure in publishing here.

```

01).....
02) start: 26/10/71
    End: 04/12/72
    Location: Y
    Factor: 92
    Alec Tronic, 54321
03).....
04).....
05) Date = 26/10/71
06)  $00x + 1 - 01x$ 
07)  $D = 26, M = 10, = 71$ 
08)  $Y = 17 + 3$ 
09).....
10).....
11)  $FY = 71 - 170$ 
12)  $D No. = 70 \times 365 = 25550$ 
13).....
14)  $+ 17 = 25567$ 
15).....
16).....
17).....
18).....
19)  $+ 31 = 25598$ 
20).....
21).....
22).....
23)  $+ 28 = 25626$ 
24).....
25).....
26)  $+ 567$ 
27).....
28).....
29)  $+ 31 = 25657$ 
30).....
31).....
32)  $+ 31 = 25718$ 
33).....
34).....
35)  $+ 30 = 25748$ 
36).....
37).....
38)  $+ 31 = 25779$ 
39).....
40).....
41)  $+ 31 = 25810$ 
42).....
43).....
44)  $+ 30 = 25840$ 
45).....
46)  $+ 26 = 25866$ 
47).....
48)  $25866 = \text{Start Day}$ 
49)  $D to = 04/12/72$ 
50)  $01x + 1 = 2x$ 
51).....
52).....
53)  $D = 04, M = 12, Y = 72$ 
54)  $LY = 18 + 0$ 
55).....
56).....
57)  $FY = 72 - 1 = 71$ 
58)  $D No. = 71 \times 365 = 25915$ 

```

```

1).....
14)  $+ 18 = 25933$ 
15).....
16).....
17).....
18).....
19)  $+ 31 = 25964$ 
20).....
21).....
22)  $+ 29 = 25993$ 
23).....
24).....
25).....
26)  $+ 31 = 26024$ 
27).....
28).....
29)  $+ 30 = 26054$ 
30).....
31).....
32)  $+ 31 = 26085$ 
33).....
34).....
35)  $+ 30 = 26115$ 
36).....
37).....
38)  $+ 31 = 26146$ 
39).....
40).....
41)  $+ 31 = 26177$ 
42).....
43).....
44)  $+ 30 = 26207$ 
45).....
46).....
47)  $+ 31 = 26238$ 
48).....
49).....
50)  $+ 30 = 26268$ 
51).....
52)  $+ 04 = 26272$ 
53).....
54)  $26272 - 25866 = 406$ 
55)  $+ 41 = 407 = \text{Period}$ 
56).....
57)  $P \times F = 37444 = \text{Work.}$ 
58)  $W \div 365 = 102.58 \text{ Leave.}$ 
59) Alec Tronic, 54321.
    Period := 407
    Leave := 102.58
60).....
61).....
62).....
63).....
64).....
65).....
66).....
67).....
68).....
69).....
70).....

```

Apparently, an attempt was made to push this problem through the logic section of the main engine bridge control unit, but the only result obtained was, that with a location of Full Ahead and a factor of 115 revs per month, Alec Tronic is due a piston survey next year!



As promised in the last number of TRIAD, we can now give the solution to Mr. J.A.M. Watson's crossword puzzle.

<u>Across</u>		<u>Down.</u>	
1.	Sheathe	1.	Stolid
5.	Ebriate	2.	Etna
9.	Non Sequitur	3.	Tenner
11.	Lea	4.	Eve
12.	Oil	5.	Emu
13.	Belladonna	6.	Ratan
16.	Demur	7.	Abroad
18.	Edam	8.	Emblem
21.	Aniline	10.	Quasi
22.	Yard-arm	13.	Bullate
24.	Cist	14.	Ogham
26.	Ruble	15.	New Drum
28.	Meerschaum	17.	Ennui
30.	Eli	19.	Aural
31.	Ens	20.	Inter
32.	Top-gallants	23.	Ducal
35.	Epsilon	24.	Crease
36.	Carry-on	25.	Smiths
		26.	Runner
		27.	Ensign
		29.	Expel
		31.	Espy
		33.	Ann
		34.	Lac

- 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -

A recent newspaper report gave the interesting news that Chile is planning to tow icebergs from the Antarctic up to the tropics to provide fresh water for the cities in the waterless Atacama Desert.

The first city to benefit is expected to be Antofagasta, the mining port just south of the Tropic of Capricorn. Though the icebergs would lose half their volume on the journey north, they would still provide the freshest and softest water in the world at a fraction of the cost of water produced by any known method of desalination.

According to British experts, there is no natural obstacle to the plan. Photographic survey from a satellite could pinpoint icebergs of the required size as soon as they broke off from the Antarctic icecap and tugs could then be sent to tow them across the stormy Drake Strait and up the coast of Chile. The Chileans believe the whole operation will be helped by the cold Humboldt Current which sweeps northward.

Icebergs have already been recorded as having drifted much of the way to Antofagasta without any mechanical help. They move at a speed of about  $1\frac{1}{2}$  knots. Once in position off Antofagasta, the ice masses could be covered with plastic sheets, but they would not need to be completely surrounded because the fresh water would float on top of the salt sea water and would not mix with it. The fresh water could then be drawn off by tankers and taken ashore.

What remains to be worked out is the optimum size of the iceberg to be towed and the power of any tug used. Some icebergs are as much as 100 miles long by 30 miles wide and 1,000 feet deep. The secret would be to haul the largest amount of ice at the fastest speed with the lowest fuel cost. At present, Antofagasta, a city of 75,000 people, exists with water brought by pipeline from the snow-covered Andes, but the supply is insufficient and at the mercy of climatic variations.

PERSONNEL

AS AT 1ST FEBRUARY, 1973.

M.V. "CAPE NELSON"

Master	J. Jennings.
1st Mate	A. Maxwell.
2nd Mate	K. MacLeod.
3rd Mate	T. Lee.
Radio Officer	L. Cameron.
Ch. Eng.	R. Allen.
2nd Eng.	J. Riddle.
3rd Eng.	J. McNeill.
3rd Eng.	R. Porteous.
Jun. Eng.	T. McCrea.
Jun. Eng.	G. Brand.
Jun. Eng.	M. Scott.
Electrician	D. Matheson.
Cat. Officer	R. Sherriff.
Bosun	P. McPhee.
Carpenter	K. King.

M.V. "CAPE SABLE"

Master	T. Edge.
1st Mate	J. Savage.
2nd Mate	S. Wright.
3rd Mate	A. Nisbet.
Radio Officer	D. Ritchie.
Ch. Eng.	W. Carrigan.
2nd Eng.	J. Cummings.
3rd Eng.	T. Stafford.
3rd Eng.	J. Hannigan.
4th Eng.	T. Connor.
Jun. Eng.	W. Keady.
Electrician	A. Durie.
Cat. Officer	A. Saunders.
Nav. Cadet	B. Sharp.

M.V. "CAPE WRATH"

Master	A. Hunter.
1st Mate	A. McMahon.
2nd Mate	A. Riley.
3rd Mate	A. Henderson.
Radio Officer	J. Donald.
Ch. Eng.	G. Mitchell.
2nd Eng.	D. Smart.
3rd Eng.	J. Stone.
3rd Eng.	S. Mustafa.
Jun. Eng.	R. Henry.
Electrician	I. MacKinnon.
Cat. Officer	J. Weir.
Eng. Cadet	J. Love.

M.V. "CAPE YORK"

Master	T. Baker.
1st Mate	T. Upson.
2nd Mate	J. Johnston.
3rd Mate	R. Kincaid.
Radio Officer	D. Wilson.
Ch. Eng.	T. Chapman.
2nd Eng.	H. Ostermann.
3rd Eng.	J. Campbell.
4th Eng.	D. Moore.
4th Eng.	J. Roberts.
4th Eng.	N. Brennan.
Jun. Eng.	E. Holdsnorth.
Jun. Eng.	M. May.
Jun. Eng.	C. Bowie.
Electrician	J. Matheson.
Cat. Officer	E. Hutter.
Ch. Cook	C. Cheetham.
2nd Cook & Baker	R. Dickson.
Nav. Cadet	R. MacLeod.
Nav. Cadet	G. Scott.
Eng. Cadet	J. Lucas.

M.V. "TEMPLE ARCH"

Master	A. Fraser.
1st Mate	I. Taylor.
2nd Mate	M. Smith.
3rd Mate	R. Stevenson.
Radio Officer	P. Evans.
Ch. Eng.	J. Allan.
2nd Eng.	J. Gilmartin.
3rd Eng.	B. Sharp.
4th Eng.	A. McCallum.
4th Eng.	A. Cross.
Electrician	A. Priddy.
2nd Elect.	E. MacLeod.
Cat. Officer	J. McDonald.
G.P. Steward	G. McDonald.
G.P. Cook	A. MacCallum.
G.P. Cat. Boy	A. Rademacher.
G.P. Cat Boy	J. Whyte.
C.P.O.	A. Clarke.
G.P.1	J. Elliot.
G.P.1	P. Lynaugh.
G.P.1	A. Patrick.
G.P.1	C. Wilson.
G.P.1	E. Hough.
G.P.1	A. Clark.
G.P.1	J. Webster.
G.P.1	C. Atkinson.

M.V. "TEMPLE ARCH" - Cont'd.

G.P.3	B. MacKinnon.
P.O.	T. Nicol.
Nav. Cadet	P. Powell.
Nav. Cadet	T. Farley.
Eng. Cadet	P. Gray.

P E R S O N N E L - (Cont'd)M.V. "BARON CAWDOR"

Master	F. Dalby.
1st Mate	A. Michie.
2nd Mate	J. McLaren.
3rd Mate	J. Paget.
Radio Officer	F. McNulty.
Ch. Engineer	R. Towns.
2nd Eng.	J. Versteeg.
3rd Eng.	R. Dempster.
4th Eng.	D. Patterson.
4th Eng.	E. Clark.
Jun. Eng.	R. Cassells.
Electrician	W. Lothian.
Cat. Officer	R. Diamond.
2nd Steward	V. Bettis.
Nav. Cadet	P. Brennan.
Nav. Cadet	D. Smith.

M.V. "BARON DUNMORE"

Master	M. Murray.
1st Mate	G. Williams.
2nd Mate	J. Melville.
3rd Mate	S. Campbell.
Radio Officer	M. Bird.
Ch. Engineer	A. Alexander.
2nd Engineer	J. O'Hara.
3rd Eng.	G. Stevenson.
4th Eng.	R. Wilson.
4th Eng.	W. Muirhead.
Jun. Eng.	B. Dunstan.
Electrician	G. Andrews.
Cat. Officer	A. Sisi.
2nd Steward	A. McCloskey.
2nd Cook & Baker	M. Treanor.
Bosun	A. Hassan.
Nav. Cadet	I. Naughton-Rumbo.

M.V. "CAPE FRANKLIN"

Master	A. Sutherland.
1st Mate	J. Niblock.
2nd Mate	L. Gilhooly.
3rd Mate	J. Polson.
Radio Officer	R. Faulds.
Radio Officer	J. Laird.
Ch. Engineer	W. Rush.
2nd Eng.	G. Carter.
3rd Eng.	I. Campbell.
4th Eng.	L. Hughes.
Jun. Eng.	K. Kyriacou.
Jun. Eng.	A. Welsh.
Jun. Eng.	J. Murray.
Electrician	S. Hill.
Electrician	G. Bridge.
Ch. Steward	J. Drury.
Assist. Stewd.	W. Ellis.
Bosun	A. Hughes.
Carpenter	J. Morrow.

M.V. "CAPE CLEAR"

Master	A. Peebles.
1st Mate	P. Richardson.
2nd Mate	N. Brewer.
3rd Mate	R. Mullen.
Radio Officer	L. Gordon.
Chief Engineer	G. Good.
2nd Engineer	A. Warren.
3rd Engineer	I. MacRury.
4th Engineer	H. Troger.
4th Engineer	T. Shepherd.
Jun. Engineer	A. Lindsay.
Electrician	J. Jolly.
Cat. Officer	A. Welsh.
2nd Steward	E. Crosby.
2nd Cook & Baker	A. Paterson.

M.V. "BARON FORBES"

Master	L. Hocking.
1st Mate	D. Affleck.
2nd Mate	G. Copley.
3rd Mate	J. MacDonald.
Radio Officer	J. Thomson.
Ch. Engineer	N. Ogilvie.
2nd Eng.	J. Doyle.
3rd Eng.	A. Buchanan.
4th Eng.	N. Ramsay.
4th Eng.	R. James.
Electrician	G. Leitch.
Ch. Steward	A. Randle.
Nav. Cadet	J. Dobson.
Nav. Cadet	C. Groundwater.

M.V. "CAPE HOWE"

Master	J. Hetherington.
1st Mate	W. Andersen.
2nd Mate	K. Maktari.
3rd Mate	R. Wiggans.
Radio Officer	W. McLeod.
Radio Officer	A. Kershaw.
Ch. Engineer	D. McLeod.
Ch. Engineer	J. Weir.
3rd Engineer	D. McArthur.
Jun. Eng.	R. Walker.
Jun. Eng.	S. Davies.
Jun. Eng.	A. Milligan.
Jun. Eng.	D. Goodwin.
Electrician	J. Hall.
Cat. Officer	I. McDonald.
2nd Steward	E. Kelly.
2nd Cook & Baker	C. MacLeod.
Bosun	G. Williams.
Carpenter	F. Dixon.
A.B.	E. Annert.
A.B.	E. Risso.



P E R S O N N E L - (Cont'd).M.V. "BARON RENFREW".

Master	B. Lawson.
1st Mate	J. McKellar.
2nd Mate	J. Houston.
3rd Mate	R. MacKenzie.
Radio Officer	C. Adamson.
Ch. Eng.	A. Smith.
2nd Eng.	P. Doherty.
3rd Eng.	A. Harbinson.
4th Eng.	M. Jacob.
Jun. Eng.	W. La Vas.
Electrician	A. MacNeill.
Cat. Officer	A. McGill.
G.P. Steward	P. Mawston.
G.P. Cook	A. MacColl.
G.P. Cat. Boy	S. Peebles.
G.P. Cat. Boy	R. Beagan.
C.P.O.	P. Sharman.
G.P.1	J. Somers-Harris.
G.P.1	J. Holmes.
G.P.1	E. Terrett.
G.P.1	J. Sander.
G.P.1	B. Barron.
G.P.1	R. Ali.
G.P.1	J. Craig.
G.P.2	T. MacKay.
P.O.	R. Gibson.
Nav. Cadet	B. Wilmott.
Eng. Cadet	W. Sewell.

M.V. "BARON ARDROSSAN".

Master	J. Roberts.
1st Mate	J. Jenkinson.
2nd Mate	N. Clarke.
3rd Mate	J. Philips.
Radio Officer	J. MacIntyre.
Ch. Eng.	F. Young.
2nd Eng.	C. McCrae.
3rd Eng.	A. Patton.
4th Eng.	J. Russell.
4th Eng.	H. You.
Electrician	J. Dear.
Cat. Officer	J. Smith.
G.P. Steward	W. Brown.
G.P. Cook	T. Craig.
G.P. Cat. Boy	J. Nitkowski.
G.P. Cat. Boy	D. McManus.
C.P.O.	M. White.
G.P.1	M. McPhee.
G.P.1	R. Johnson.
G.P.1	D. Peterkin.
G.P.1	D. Shillito.
G.P.1	R. Melville.
G.P.1	I. Mikkelsen.
G.P.1	A. Brown.
P.O.	G. Kasprzak.
Nav. Cadet	M. MacRae.
Nav. Cadet	H. Hardie.
Eng. Cadet	A. Marrs.

M.V. "CAPE HORN".

Master	J. Tattersall.
1st Mate	I. McLean.
2nd Mate	D. Coe.
3rd Mate	B. Ellis.
Radio Officer	B. Breslin.
Ch. Eng.	W. Wallace.
2nd Eng.	R. MacFarlane.
3rd Eng.	D. Livingstone.
3rd Eng.	N. McKellar.
4th Eng.	G. McPherson.
Electrician	D. McLellan.
Cat. Officer	M. Waters.
G.P. Steward	J. Sutherland.
G.P. Cook	A. Campbellton.
G.P. Cat. Boy	J. Brown.
G.P. Cat. Boy	J. Sweeney.
C.P.O.	D. Ferguson.
G.P.1	S. Giles.
G.P.1	K. Davidson.
G.P.1	B. McInally.
G.P.1	W. Power.
G.P.1	D. Cook.
G.P.1	G. Senter.
G.P.3	J. Smith.
P.O.	R. Rafter.
Nav. Cadet	J. Allan.
Nav. Cadet	D. Wood.

M.V. "CAPE RACE".

Master	G. Anderson.
1st Mate	M. Lafferty.
2nd Mate	T. Walker.
3rd Mate	D. Fitzpatrick.
Radio Officer	A. Stewart.
Ch. Eng.	W. Saddler.
2nd Eng.	T. Campbell.
3rd Eng.	A. Beaton.
4th Eng.	J. English.
Electrician	D. Peart.
Cat. Officer	P. Coles.
G.P. Steward	B. Waldron.
G.P. Cook	J. David.
G.P. Cat. Boy	R. Daniels.
G.P. Cat. Boy	D. Ross.
C.P.O.	L. Ali.
G.P.1	F. Bryan.
G.P.1	K. Gibson.
G.P.1	V. Straker.
G.P.1	C. Walcott.
G.P.1	O. Lochinvar.
G.P.1	L. Haynes.
G.P.2	R. Bourne.
G.P.2	L. Lewis.

M.V. "BARON INCHCAPE".

Master	D. Innes.
1st Mate	J. McNeill.
2nd Mate	A. MacRae.
3rd Mate	J. Coombe.
Radio Officer	G. Walker.
Ch. Eng.	J. Loughran.
2nd Eng.	I. Andrews.
3rd Eng.	N. Rowan.
3rd Eng.	W. Harvey.
4th Eng.	T. May.
Electrician	B. Bell.
Cat. Officer	J. Hotchin.
G.P. Steward	J. McClory.
G.P. Cook	F. Dalley.
G.P. Cat. Boy	B. Pickles.
G.P. Cat. Boy	P. Bainbridge.
C.P.O.	H. Hamilton.
G.P. 1	D. Carmichael.
G.P. 1	G. McBride.
G.P. 1	D. MacLachlan.
G.P. 1	P. Betmead.
G.P. 1	J. Campbell.
G.P. 1	R. Woolridge.
G.P. 1	W. Johnstone.
P.O.	W. Cox.
Nav. Cadet	D. Fenton.
Nav. Cadet	B. Andrew
Eng. Cadet	R. Healey.

M.V. "TEMPLE INN".

Master	S. Readman.
1st Mate	A. Smith.
2nd Mate	P. Brooks.
3rd Mate	C. Dowie.
Radio Officer	C. Hill.
Ch. Eng.	R. Durbin.
2nd Eng.	I. Munro.
3rd Eng.	A. Walker.
4th Eng.	A. McClemens.
4th Eng.	I. Barclay.
Electrician	T. Needham.
Cat. Officer	W. Gray.
G.P. Steward	J. McGarvey.
G.P. Cook	J. Gibson.
G.P. Cat. Boy	C. Clancy.
G.P. Cat. Boy	T. Cadey.
C.P.O.	W. Harcus.
G.P. 1	J. Flockhart.
G.P. 1	S. Moore.
G.P. 1	F. Sully.
G.P. 1	M. Collins.
G.P. 1	M. Kimpson.
G.P. 1	G. Hemms.
G.P. 1	G. Weston.
P.O.	E. Gibson.
Nav. Cadet	A. Potter.

M.V. "BARON MACLAY".

Master	I. Tyrrell.
1st Mate	I. Wemyss.
2nd Mate	M. Roche.
3rd Mate	C. Pyper.
Radio Officer	D. Humble.
Ch. Eng.	B. Denmark.
2nd Eng.	D. Anderson.
3rd Eng.	K. Graham.
4th Eng.	P. Harvey.
Jun. Eng.	A. Phillips.
Electrician	W. Hornshaw.
Cat. Officer	J. Clancy.
G.P. Steward	J. Harrison.
G.P. Cook	J. Brown.
G.P. Cat. Boy	A. Bannister.
G.P. Cat. Boy	G. Threlfall.
C.P.O.	S. Buchanan.
G.P. 1	K. Weaver.
G.P. 1	S. Anderson.
G.P. 1	D. White.
G.P. 1	J. Hill.
G.P. 1	A. Bradley.
G.P. 1	A. Jack.
G.P. 1	J. MacLean.
G.P. 2	H. Hughes.
P.O.	J. Sutherland.
Eng. Cadet	I. Rennie.
Eng. Cadet	R. Adcock.

M.V. "CAPE HAWKE".

Master	P. Hall.
1st Mate	D. Morris.
2nd Mate	R. Reid.
2nd Mate	C. Campbell.
Radio Officer	T. Blair.
Ch. Eng.	R. Taylor.
2nd Eng.	I. Procter.
3rd Eng.	H. Lloyd.
3rd Eng.	E. Martin.
4th Eng.	G. Ramshaw.
4th Eng.	B. Edwards.
Electrician	J. McMillan.
Cat. Officer	J. Smith.
G.P. Steward	J. Hanna.
G.P. Cook	J. Ridgeway.
G.P. Cat. Boy	P. Meechan.
G.P. Cat. Boy	K. Henderson.
G.P. Deck Boy	R. Jenkins.
C.P.O.	J. Dunford.
G.P. 1	A. Picken.
G.P. 1	A. Smith.
G.P. 1	J. Forman.
G.P. 1	T. Williamson.
G.P. 1	G. Walker.
G.P. 1	P. Brogan.
G.P. 1	P. Redmond.
P.O.	I. Dent.
Nav. Cadet	W. McKie.
Nav. Cadet	N. Wilson.

PERSONNEL - (Cont'd)M.V. "CAPE GRAFTON".

Master	K. Dootson.
1st Mate	W. Fleming.
2nd Mate	P. Wood.
3rd Mate	J. Hood.
Radio Officer	A. MacLeod.
Ch. Eng.	M. Martin.
2nd Eng.	W. Adamson.
3rd Eng.	P. Hopley.
3rd Eng.	W. Aubrey.
Jun. Eng.	L. Speechley.
Electrician	R. McIntosh.
Cat. Officer	T. Robson.
G.P. Steward	D. Sinclair.
G.P. Cook	W. Mitchell.
G.P. Cat. Boy	M. Zieme.
G.P. Cat. Boy	C. Smith.
C.P.O.	D. Smart.
G.P.1	A. MacKenzie.
G.P.1	D. Ross.
G.P.1	A. MacKenzie.
G.P.1	J. Donnelly.
G.P.1	J. Salmon.
G.P.1	B. MacLeod.
G.P.1	J. Gilchrist.
P.O.	J. Young.
Nav. Cadet	T. Sloan.
Nav. Cadet	M. Barrington.

M.V. "CAPE LEEUWIN".

Master	G. Towers.
1st Mate	J. Purdon.
2nd Mate	J. Anderson.
3rd Mate	P. Jarman.
Radio Officer	W. McIlroy.
Ch. Eng.	W. Hughes.
2nd Eng.	G. Harrison.
3rd Eng.	D. Dunlop.
3rd Eng.	A. McKinlay.
Jun. Eng.	P. Fordham.
Electrician	R. Knight.
Cat. Officer	J. Swanson.
G.P. Steward	P. Todd.
G.P. Cook	I. Neave.
G.P. Cat. Boy	K. McGrath.
G.P. Cat. Boy	J. McGlogan.
C.P.O.	J. Morrison.
G.P.1	J. Anderson.
G.P.1	M. Bousfield.
G.P.1	J. Hyland.
G.P.1	D. Fullerton.
G.P.1	P. Whitmore.
G.P.1	P. Cox.
G.P.1	P. Ryan.
G.P.1	A. Velloza.
P.O.	W. Stevenson.
Nav. Cadet	D. MacKenzie.
Nav. Cadet	J. Campbell.

M.V. "CAPE GRENVILLE".

Master	J. Peterson.
1st Mate	P. Cooney.
2nd Mate	L. Morrison.
3rd Mate	L. Mowatt.
Radio Officer	N. Smith.
Ch. Eng.	W. Moore.
2nd Eng.	D. Wright.
3rd Eng.	R. Elniff.
3rd Eng.	L. Donlan.
4th Eng.	D. Melville.
Electrician	J. Wightman.
Cat. Officer	G. Daddy.
G.P. Steward	J. Adamson.
G.P. Cook	G. Dunn.
G.P. Cat. Boy	A. MacKinnon.
G.P. Cat. Boy	A. MacKenzie.
C.P.O.	J. McCormack.
G.P.1	A. Campbell.
G.P.1	R. Moore.
G.P.1	V. Conway.
G.P.1	A. Dodds.
G.P.1	W. MacFarlane.
G.P.1	A. Butcher.
P.O.	B. Mahoney.
Nav. Cadet	N. MacKenzie.
Nav. Cadet	J. MacArthur.



AWAITING APPOINTMENT

2nd Mate	P. Flynn.
2nd Eng.	D. Drummond.
3rd Eng.	J. Walkden.
4th Eng.	W. Green.
Electrician	H. Buchanan.
G.P.1	B. Lawrence.
Nav. Cadet	J. Wolstenholme.
Nav. Cadet	D. Bramham.
Nav. Cadet	S. Hall.
Nav. Cadet	D. Gordon.
Nav. Cadet	G. Shearer.
Eng. Cadet	G. Douglas.

ON LEAVE.

Master	I. Barclay.
Master	G. Downie.
Master	D. Gordon.
Master	J. McKay.
Master	A. MacLeod.
Master	W. Warden.
Master	A. Davie.
Master	J. Macnab.
Master	C. MacLean.
Master	C. Strachan.
Master	G. Roger.
Master	J. Jones.
Master	M. Turton.
1st Mate	P. Fenwick.
1st Mate	D. Taylor.
1st Mate	W. Kean.
1st Mate	M. Kelly.
1st Mate	G. Dobbie.
1st Mate	G. Cullen.
1st Mate	D. Jones.
1st Mate	F. Kelly.
2nd Mate	P. Smart.
2nd Mate	A. Neil.
3rd Mate	H. Aitchison.
3rd Mate	D. Brannan.
3rd Mate	D. Lunn.
3rd Mate	E. Henderson.
3rd Mate	A. Matthews.
3rd Mate	J. Donaldson.
3rd Mate	C. McCurdy.
3rd Mate	A. Morris.
Radio Officer	D. Gudgeon.
Radio Officer	C. Houston.
Radio Officer	P. Murray.
Radio Officer	D. Roche.
Radio Officer	J. McDonagh.
Radio Officer	M. Thomas.
Radio Officer	R. Sambrook.
Radio Officer	D. Poole.
Radio Officer	J. Trotter.
Radio Officer	A. MacKinnon.
Ch. Eng.	W. Kinnear.
Ch. Eng.	T. McGhee.
Ch. Eng.	A. Metcalf.
Ch. Eng.	D. Chalmers.
Ch. Eng.	T. Dickinson.
Ch. Eng.	W. White.
Ch. Eng.	J. McKay.

ON LEAVE.

Ch. Eng.	R. Hartley.
Ch. Eng.	G. Rowe.
Ch. Eng.	Al Lounie.
Ch. Eng.	J. Watson.
2nd Eng.	G. Law.
2nd Eng.	G. McEwan.
2nd Eng.	A. Millar.
2nd Eng.	R. Liddell.
2nd Eng.	T. Joyce.
2nd Eng.	J. McCreery.
2nd Eng.	W. Wright.
3rd Eng.	A. Dias.
3rd Eng.	J. Riddell.
3rd Eng.	W. Hughes.
3rd Eng.	T. Orr.
3rd Eng.	R. Smillie.
3rd Eng.	J. Holden.
3rd Eng.	R. Kennedy.
3rd Eng.	J. Aspden.
3rd Eng.	A. Cortopassi.
3rd Eng.	J. Mathews.
3rd Eng.	P. Joyce.
3rd Eng.	J. Dillon.
3rd Eng.	M. Quinn.
3rd Eng.	D. Tweed.
4th Eng.	D. Carmichael.
4th Eng.	J. Kelly.
4th Eng.	A. Murray.
4th Eng.	B. Corless.
4th Eng.	C. Westland.
4th Eng.	C. Greig.
4th Eng.	G. Leith.
4th Eng.	W. Syme.
4th Eng.	J. Radcliffe.
4th Eng.	J. Walker.
4th Eng.	H. Miller.
4th Eng.	D. Robertson.
Jun. Eng.	H. Keenan.
Jun. Eng.	R. Lawrie.
Jun. Eng.	S. Taylor.
Jun. Eng.	S. Askew.
Jun. Eng.	G. Carlin.
Jun. Eng.	D. Wright.
Jun. Eng.	D. Ferguson.
Jun. Eng.	R. Ferris.
Electrician	A. Fanning.
Electrician	J. Leiper.
Electrician	J. Rowland.
Electrician	G. Rutherford.
Electrician	B. Martin.
Electrician	B. Hallas.
Electrician	J. Gallacher.
Electrician	A. Dowsett.
Electrician	P. Wilson.
Electrician	J. Lambie.
Cat. Officer	J. Blair.
Cat. Officer	W. Mitchell.
Cat. Officer	E. Trotter.
Cat. Officer	E. McLaughlin.
Cat. Officer	J. Steventon.
Cat. Officer	T. Jones.
G.P. Cook	W. Thomson.
C.P.O.	J. McFarlane.

ON LEAVE

C.P.O.	R. Whitfield.
C.P.O.	W. McBarron.
G.P.1	J. MacKinnon.
G.P.1	C. Kirkcaldy.
G.P.1	W. Best.
G.P.1	D. MacDonald.
G.P.1	S. Hornshaw.
G.P.1	M. Dingwall.
G.P.1	D. Sydney.
G.P.1	J. Russell.
G.P.1	W. Bryce.
G.P.1	T. McKinnon.
G.P.1	J. Betty.
G.P.1	I. MacKenzie.
G.P.1	A. Egbert.
G.P.1	A. MacDougall.
G.P.1	N. Hargan.
G.P.1	T. Gardiner.
G.P.1	I. Barclay.
G.P.2	P. Robinson.
G.P.2	C. Kitt.
G.P.2	C. Major.
P.O.	A. Hillier.
2nd Steward	J. McMahon.
Assist. Steward	F. Welsh.
2nd Cook & Baker	T. Meharry.
2nd Cook & Baker	M. Radford.
2nd Cook & Baker	A. Ball.
Bosun	M. Horreh.
Bosun	V. Hume.
A.B.	M. Wisher.
Nav. Cadet	M. Arden.
Nav. Cadet	R. Abercrombie.
Nav. Cadet	G. Adams.
Nav. Cadet	I. MacKay.
Nav. Cadet	N. Smith.
Nav. Cadet	W. Urquhart.
Eng. Cadet	P. Broers.
Nav. Cadet	M. Watson.

ON STUDY LEAVE

1st Mate	C. McDonald.
1st Mate	P. MacKay.
2nd Mate	N. Battersby.
2nd Mate	P. Dyson.
2nd Mate	D. White.
2nd Mate	R. Richardson.
2nd Mate	I. Herbert.
3rd Mate	J. Gillespie.
3rd Mate	A. MacDonald.
3rd Mate	H. Hanna.
3rd Mate	M. Beeley.
Nav. Cadet	I. Waters.
2nd Eng.	D. Morrison.
2nd Eng.	D. Pennie.
3rd Eng.	A. Morrison.
3rd Eng.	M. Currey.
3rd Eng.	A. Gartside.
4th Eng.	D. Abernethy.
4th Eng.	E. Moffat.
4th Eng.	R. Jeffrey.
4th Eng.	C. Graves.
3rd Eng.	C. Richardson.
4th Eng.	J. Thornton.
Assist Steward	C. McDade.
Assist. Stewart	A. MacPhail.

ON SICK LEAVE

1st Mate	D. Fox.
2nd Mate	R. Duncan.
3rd Mate	A. Lanfear.
Ch. Eng.	K. Malhotra.
Ch. Eng.	G. Nesbitt.
2nd Eng.	D. Campbell.
Electrician	G. Horwood.
Cat. Officer	T. Joyce.
Cat. Officer	P. Mulhern.
Ch. Steward	H. Scollay.
G.P.1	J. White.
Bosun	E. Jama.

ON TRAINING COURSES

Nav. Cadet	A. Allan.
Nav. Cadet	A. Logan.
Nav. Cadet	E. Moodie.
Eng. Cadet	A. Samuel.
Eng. Cadet	R. Taylor.
Eng. Cadet	F. Drever.
Eng. Cadet	D. Miller.
Eng. Cadet	E. Graham.
Eng. Cadet	R. Currie.
Eng. Cadet	J. Drysdale.
Eng. Cadet	J. Hannah.
Eng. Cadet	C. Kinloch.
Eng. Cadet	D. McClelland.
Eng. Cadet	M. McLay.
Eng. Cadet	A. Sinclair.
Eng. Cadet	S. Andrews.
Eng. Cadet	A. Wink.
Eng. Cadet	J. Watson.
Eng. Cadet	S. Beeley.
Eng. Cadet	G. Blackwood.
Eng. Cadet	D. Bell.
Eng. Cadet	A. Starrs.
Eng. Cadet	A. Kennedy.
Eng. Cadet	W. Moncrieff.
Eng. Cadet	P. Webb.
2nd Steward	D. Smith.

"CAPE GRENVILLE" On her maiden voyage she sailed from Haugesund to the U.S. Gulf, where she is due on or about the 11th February, to load grain (port not yet declared) for Japan. She is not fixed meantime beyond Japan.

"TEMPLE HALL" is due at Nauru on the 5th February to load phosphate for Melbourne. On completion at Melbourne she will return to Nauru for more phosphate for Eastern Australia.

"CAPE HAWKE" is on Time Charter and sailed from Uddevalla, Sweden, on the 3rd January with paper, paper products, plywood, etc. destined for Chittagong and Calcutta, calling at Durban on the way for bunkers and repairs. From the Bay of Bengal area she sails for Christmas Island to load phosphate for New Zealand or Australia.

"CAPE HORN" is ballasting from Miike across to British Columbian ports to load, under Time Charter to Canadian Transport, packaged lumber, etc. for Sydney, Hobart, Melbourne and Adelaide. She is due at Chemainus on the 5th February.

"CAPE HOWE" is due at Narvik on the 30th January to load iron ore for Middlesbrough.

"BARON INCHCAPE" sailed from Christmas Island on the 31st January after suffering some delay off the island because of bad weather. She is carrying a cargo of phosphate for Risdon and Geelong. On completion of the phosphate cargo, she will load wheat at Geelong for Lumut, Malaysia, and from Lumut she will ballast to Queensland to load bulk sugar for Vancouver, B.C.

"TEMPLE INN" left Darwin, Northern Territory, on the 22nd January with a part-cargo of copper concentrates destined for Niihama, Japan, where she is due on or about the 31st January. Also on board is a consignment of nickel ore loaded earlier at Esperance and this parcel is destined for Vancouver, B.C. She should sail from Niihama on the 4th-5th February.

On completion of discharge of the nickel ore she will drydock in British Columbia prior to loading, under Time Charter to Canadian Transport, packaged lumber, etc. for Australia.

"CAPE LEEUWIN" sailed from Tsukumi on the 25th January with limestone for Cape Lambert (north-west Australia) where she is due on or about the 4th February. From Cape Lambert she will move south to Shark Bay and there load gypsum for Jurong and Lumut and from the latter port will sail for Kwinana to load pig-iron for Japan.

"BARON MACLAY" sailed from Kwinana on the 22nd January for Vancouver, Washington, with a cargo of alumina, and is due at Vancouver on the 15th February.

From the Columbia River she will shift north to British Columbian ports to load potash/sulphur for Portland, Victoria.

"CAPE NELSON" is due at Monrovia, from Glasgow, on the 5th February to load iron ore for Newport, Mon.

"CAPE RACE" Whilst on passage, in ballast, from Port Alfred to Chaguaramus this ship suffered a fire in the accommodation and, as a consequence, required to divert to Halifax, N.S. for repairs. We are glad to say there were no injuries as a result of this fire.

"BARON RENFREW" sailed from Portland, Victoria, on the 1st February for Nauru to load a further phosphate cargo, this time for Western Australia. On completion of that cargo she will load, in Bunbury, a cargo of ilmenite for discharge at Immingham.

"CAPE SABLE" sailed from Gresik (near Sourabaya) on the 30th January after discharging a cargo of cement clinker. She arrived at Christmas Island on the 2nd February to load phosphate for Kwinana and from Kwinana she will shift to Bunbury to load ilmenite for Immingham.

"BARON WEMYSS" is due at Geelong on the 5th February with a cargo of sulphur and potash loaded at Vancouver, B.C. From Geelong she will move round the coast to Newcastle, N.S.W. to load coal for Japan and will then sail south to the Gulf of Carpentaria and load, at Groote Island, ore for Portland, Oregon.

FLEET NEWS (con'd.)

"CAPE WRATH" sailed from Groote Island on the 26th January with a cargo of manganese ore for Toyamashinko (Fushiki), Japan, where she is due on or about the 6th February. On sailing from there she will sail to Singapore to change her crew and replenish bunkers and will then move down to Christmas Island to load phosphate for South Australia, indicated Adelaide and Port Lincoln.

Thereafter, she will load a wheat cargo at a South Australian port for Djakarta and Sourabaya.

"CAPE YORK" is discharging a Bunbury ilmenite cargo at Immingham and, on completion, on 5th-6th February, will drydock at Immingham. She hopes to sail from there on the 10th-12th February for Casablanca to load phosphate for Japan.

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PARLEZ-VOUS COMMON MARKET?

Housewife to Coalman : "Four bags, s'il vous plait".

Coalman to Housewife : "Whaat's thaat yer sayin'?".

Housewife to Coalman : "Now that we're in the Common Market we must begin to speak like Europeans".

Coalman to Housewife : "Och aye, dae ye want yer cul de sac or a la carte?".



## C O N T R A C T

Since the last issue of TRIAD the Freight Market has markedly improved. Basically, we believe this to be due to the tremendous demand for grain to Russia, China and India and this demand will continue for several months ahead, but it seems clear that this is not the sole reason for the improvement. In addition, there seems to be an encouraging increase in demand for other bulk commodities and in particular there are encouraging signs that the steel mills of Japan and the United States are increasing their output with consequent increases in the demand for coal and iron ore. As always, it is extremely difficult to predict the future, but we are looking forward to several months ahead of better trading and naturally we are putting as many 'goodies' in the bag as can be obtained for as far ahead as possible.

It is intended to implement a programme of re-engining covering our A.O. ships. Work will commence soon and extend over a period of approximately twenty months.

The Merchant Shipping Act. 1970, has highlighted a practice which, while not officially recognised by the D.T.I. or other authorities, has been carried on for many years, i.e. the practice of entering details of wives and children on the crew-list as supernumeraries. The term 'supernumery' is not contained within the Act and therefore it will no longer be appropriate to classify persons in this category. We are advised that it will still be permissible for wives to be entered on the crew-list but children will not be listed at all on any of the official forms. They will require to be regarded as passengers. This may lead to the authorities in certain ports categorising our ships as 'passenger vessels' and requiring the Owner to pay substantial additional port dues. Consequently, while no change in our present practice of permitting children to take passage is envisaged, we will be keeping a close eye on the situation.

An A.T.M. was recently circulated to all ships advising that wives and children, prior to taking passage, must produce to the Master evidence of adequate insurance cover. Lyle Gibson & Company Limited, who are situated next door to the Personnel Department in the Buchanan Street Offices, will be pleased to arrange such cover for persons who approach them.

A very interesting fact has come to our attention which is worthy of a mention. A large number of applications to the Company originate from personal recommendations and contacts between past and present Staff and their colleagues and friends. Those who already have recommendations to their credit are due most sincere congratulations as applicants from these sources are generally of a high calibre and a true credit to the Company.

Our standards are high and in order to maintain these standards in our expanding manpower we would like to encourage all our Staff to commend friends and acquaintances in seafaring to contact us. More certificated Officers are required and recommendation through our own Staff is a most desirable way of achieving our target.