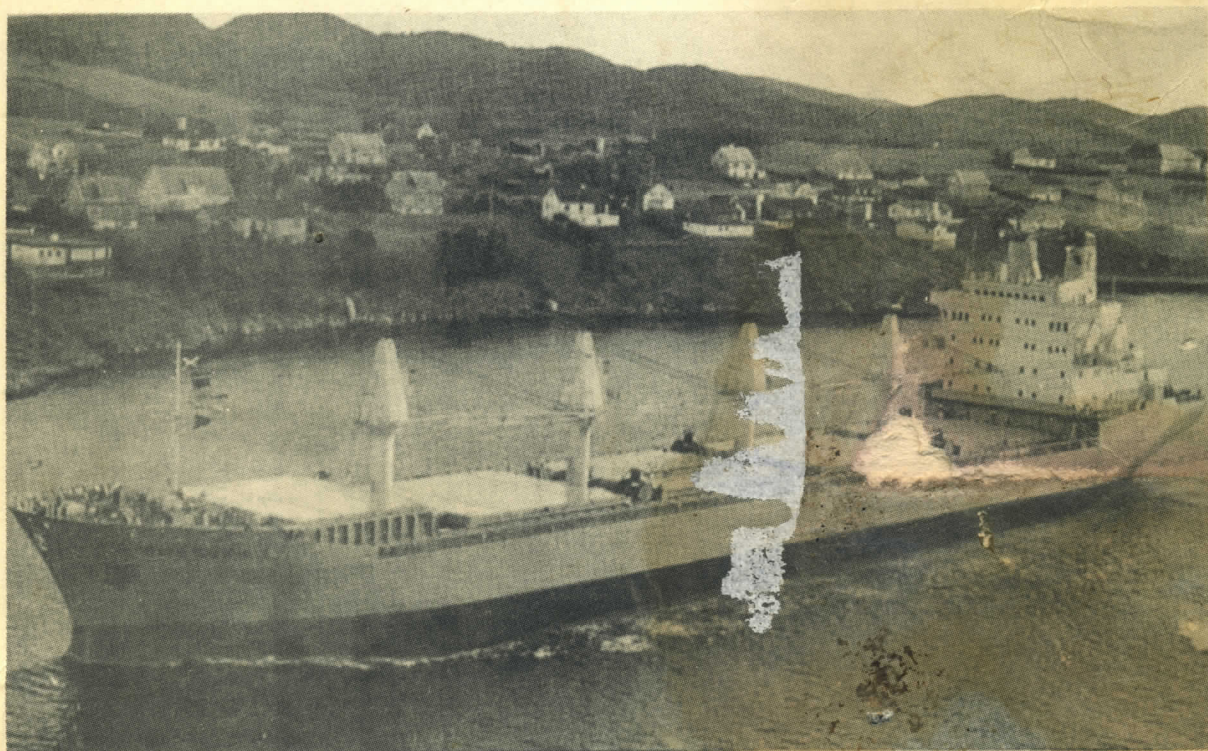


TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. CAPE GRENVILLE

NO.18

SPRING 1973

EDITORIAL

The Freight Market still remains firm and owners appear confident that this will continue for the next few months. It will be interesting to see if the trend persists for the remainder of the year, despite the appearance of substantial new-building tonnage. In line with the Freight Market, prices of new-building orders rose significantly and the spare capacity of yards has been absorbed. Notwithstanding this buoyancy, a good deal of doubt and confusion exists due to the world currency situation with its inhibiting influence on world trade.

"Baron Forbes" has been sold to Indian buyers and will be delivered to them in Japan after discharging there. "Cape Clear" has also been sold and will be delivered to her new owners on her return to the United Kingdom on the completion of the present round voyage in September/October this year. These sales take advantage of the excellent sale market and allow consideration of future investment.

Seastaff Twelve was held during the week commencing 30th April and a list of the participants, together with an account of the course and photographs, appears on Pages 34 and 35. The course again underlined the value of these sessions to all concerned.

The major news which, of course, many officers in the fleet already know, is the decision to replace the present medium-speed machinery with the well-tried TM 410 series. This work has started with "Baron Renfrew" and ends with "Baron Wemyss" in August, 1974. Results from the prototype "Cape Grenville", on her present voyage, are fully up to expectations. It was the considered opinion that the time and effort required to bring the present installations to an acceptable standard were too great. The alterations will all take place at the one yard in Amsterdam where much preliminary study has already taken place. When the programme is completed, the resulting fleet performance should transform the present position. The necessary financial arrangements have been completed.

"Cape Race" demonstrated that damaging strikes are not the prerogative of the United Kingdom when she was caught by a lengthy dispute in Amsterdam during the repairs of her fire damage. This added over a month to an already protracted absence from trading and she only re-entered service in the middle of May.

Seaforth Maritime Limited have placed orders for four further vessels to be built in the United Kingdom for entry into service during the first half of 1974.

Hogarth Shipping Company Limited acquired the old-established firm of ship and travel agents, T.L. Duff & Company Limited, in March this year and the new factory for Lyle Barclay Limited, East Kilbride, was opened by the Secretary of State for Scotland during the same month. A photograph of this new factory appears on Page 19.

Our computer continues to extend the scope of its activities and it is to the credit of Mr. James Brown and his team that another shipowner has purchased one of our systems for use in their own fleet and that other programmes are being devised for possible clients. They were also encouraged by the news that, as a result of an independent survey of computer installations in the United Kingdom Transport Industry, we have been singled out as the most effective unit in operation at present.

On Page 7 will be found a cartoon drawn by Second Officer P.A. Jarman. In view of the technical excellence of this drawing, the Editor has decided that a special prize should be awarded to Mr. Jarman and this may act as a spur to others to equal, or to surpass if they think they can, Mr. Jarman's artistry. It must be stressed that any resemblance whatsoever between "Cape Catastrophe" and the ships of the fleet is purely coincidental!

In conclusion, readers will doubtless be interested to know that Scottish Ship Management Limited is now five years old - having celebrated its birthday on 1st May.

OFFICE NEWS

Mr. W. Nicholson, Managing Director of Lyle Shipping Company, recently had his name added to the Commission of Peace for Dunbartonshire and he qualified as a Justice of the Peace, by taking the prescribed Oaths, on 26th April, 1973 before the Lord Lieutenant of Dunbartonshire at the Diet for the Justices recently added to the Commission.

We offer Mr. Nicholson our congratulations on this appointment.

On 1st April, 1973 British Caledonian Airway's Inaugural Flight between London (Gatwick Airport) and New York, operated by Boeing 707 "Bonnie Scotland", took off from Gatwick at 11.30 a.m. On board from the Office, amongst a large party of guests, were Mr. M.B. Cheales, Mr. W. Nicholson and Mr. R.M. Gibson. It was most unfortunate that bad weather in the New York area meant a landing at Boston, with consequent delay and a later flight to New York but in spite of this the flight was much enjoyed.

It will be recalled that Hogarth and Lyle have an interest in British Caledonian and in view of the wide network of services now offered by the Airline, the chances are that it should be possible to arrange your next flight with them!

The Board of Lyle Shipping Company Limited have appointed Mr. Timothy P. Noble, B.A., M.B.A., as Secretary of the Company as from 1st June, 1973. From 4th June, 1973 Mr. Noble will take over from Mr. David Gray, who has assumed further responsibilities with Scottish Ship Management Limited.

As reported in the Editorial, Scottish Ship Management's fifth birthday was reached on 1st May, 1973. A magnificent birthday cake marked the occasion, a piece of which being enjoyed by each person in the Office.

We are very sorry indeed to have to report the death, on 10th May, 1973, of Captain D.M. Taylor's wife. Mrs. Taylor had been ill for some time. Our deepest sympathy is extended to Captain Taylor, their daughter, and their two sons, both of whom are navigating officers with Scottish Ship Management.

Our congratulations to Mr. and Mrs. John Fulton on the birth, on 9th May, 1973, of their third daughter. Mr. and Mrs. Fulton also have a son.

Congratulations also to Mr. and Mrs. J.A. Gray on the recent birth of their daughter.

Also to be congratulated is Miss Anne Sanderson, who types for the Operations Department, on her engagement on 3rd March, 1973 to Mr. Ian McLeish. Ian was in the Office prior to joining the Glasgow Police Force.

And congratulations also to Miss M.C. McLean, who types for the Personnel Department, and Mr. James P. Daly, who is Spares and Stores Clerk in the Technical Department, on their engagement on 10th February, 1973.

Mr. Robert S. Trythall, who returned to the Office recently after a spell in Australia, left temporarily on 30th April, 1973 to spend a year with John Kilgour & Company, Limited, London.

Mr. Thomas B. Hamilton left the Office on 30th March, 1973 and has moved to Cardiff to join the shipowning firm of Graig Shipping Co. Ltd. of that city. His place in the Operations Department has been filled, meantime, by Captain D.L. Innes.

Mrs. Fiona McCallum left on 13th April, 1973 and her place as Secretary to Mr. H.A. Walkinshaw has been taken by Mrs. M. Cree.

The following have joined the Staff recently :

Mr. John Smith, Captain P. Smith's son, who is with the Technical Department as a Technical Assistant.

Mr. N.T. Smith, who is with the Accounts Department as Disbursements Assistant.

Miss Zoe A. Alison, Shorthand Typist.

Stewart R. White, Office Junior.

The Annual Office Golf Outing was held on 11th May, 1973 at Cardross Golf Club. Twenty-one players, including guests, took part and all reports indicate that everyone had an enjoyable time. The weather was reasonable, although there were some showers and it was windy but this did not affect the standard of play!

First Prize went to John McLean, Second to Robert Gardiner and Third was shared between W. McEvilly (last year's winner) and N.T. Smith. John McLean received a gift voucher, Robert Gardiner a 'toorie' and Messrs McEvilly and Smith golf balls. The Wooden Spoon was convincingly won by Iain Lazaras with a score of 145 achieved, Iain claims, by only slight adjustment of the score card!

Two Hidden Hole Prizes were also awarded - Edward Robertson won the first half with a score of 11 and Derek Border the second half with a score of 10.

Cardross Golf Club always produces an excellent golfers' tea and this year was no exception. Altogether, a most enjoyable occasion.

The Grand National was run at Aintree on Saturday, 31st March and an Office Sweepstake was held. First Prize with Red Rum went to Robert Trythall, Second with Crisp Miss to Miss Pat Ralph, Third with L'Escargot to Mrs. Mary McGregor and Fourth with Spanish Steps to Derek Beveridge.

In the Editorial reference is made to the computer installed in the Office and the achievement of it being singled out as the most effective unit presently in operation in the U.K. Transport Industry. In this connection, we quote from a letter received from Mr. Archie Thomson, DP Marketing Representative of IBM :

"IBM recently commissioned a survey of data processing installations in the Shipping and Transportation Industry. This involved interviews with staff and discussions on applications, operating procedures and planning.

"I thought you would be interested to know that your installation under the control of Jim Brown emerged as the most effective in terms of results achieved and general tightness of operation".

Readers will recall noting in TRIAD No. 15, Page 16, that Miss Anne Sanderson was responsible for the typing of TRIAD. This task is now being taken over by Mrs. Mary McGregor (see Page 8 of this number) and we take the opportunity of thanking Anne for all her conscientious hard work.

PERSONNEL NEWS

Captain William M. Baird died at his home in Gourrock on 8th May, 1973, at the age of 55 years.

Captain Baird started his seagoing career with Thomas Dunlop & Sons, joining Lyle Shipping Company Limited in 1939 as Third Officer. He worked his way up the promotion ladder and was appointed Master in 1950. In 1952 he became a Clyde Pilot and his name was prominent in Clyde yachting circles. Captain Baird leaves his widow and a daughter, to whom we extend our sympathy.

Our congratulations to :

Mr. N.D.G. Battersby on gaining his Master's Certificate.

Mr. D. Campbell on gaining his Chief Engineer's Certificate.

Cadets G.A. Douglas and J.P. Lucas on gaining their OND's. John Lucas was awarded five distinctions and two credits in the seven subjects taken and for his effort in obtaining such a fine pass he was awarded the Esso Prize - a slide rule.

Mr. J. Brown on his promotion to Catering Officer.

Captain and Mrs. Jennings on the birth of their daughter on 29th January, 1973.

Captain and Mrs. Strachan on the birth of their daughter on 1st February, 1973.

Mr. and Mrs. H. Aitchison on the birth of their son on 29th May, 1973.

Mr. John McIntyre and Mr. Aneurin Priddy on their engagements.

We regret having to report the tragic death, on 4th May, 1973, of Mr. L. Gray, Chief Cook, who was serving on "Cape Sable". Mr. Gray was drowned whilst the ship was discharging in Rotterdam. We take this opportunity of extending our sympathy to Mr. Gray's family.

On Page 17, in a quote from a newspaper report, Mr. William Moore, Chief Engineer, is described as being a Scot. We think we are correct in stating that Mr. Moore was, in fact, born in North East England.

"TEMPLE ARCH" is due at Nauru on 2nd June to load phosphate for Portland, Victoria, and Wallaroo. On completion at Wallaroo she moves to Port Pirie to load zinc concentrates for Kokkola, Finland.

"BARON ARDROSSAN" sails from Port Pirie on 31st May with concentrates for Avonmouth and will call at Fremantle for bunkers en route. She is due at Avonmouth on or about the 12th July.

"TEMPLE BAR" is presently on passage, in ballast, from Singapore to Kwinana where she is due on 6th June and where she will load alumina for Bahrein. From Bahrein she will ballast to Christmas Island and there load phosphate for Eastern Australia.

"BARON BELHAVEN" has loaded a part-cargo of iron ore at Seven Islands and, having sailed from there on 28th May, is due at Port Esquivel, Jamaica, to complete by lifting a parcel of alumina. The latter cargo is destined for Blyth, which will be the first discharging port, and she will then shift to Newport, Mon. to discharge iron ore. From Newport the ship will move to Antwerp for drydocking.

She continues on Time Charter.

"BARON CAWDOR" sailed from Brisbane on 29th May with a cargo of sorghum destined for Japan, indicated Sakaide and Kobe. She should arrive in Japan on or about the 11th June. This is the second of three similar voyages and on completion in Japan she will return to Brisbane for a further sorghum cargo.

"CAPE CLEAR" is presently on passage towards Japan with a cargo of Casablanca phosphate and is expected at Cape Town on 6th June to replenish bunkers. On completion of the phosphate cargo she will move to Tsukumi (near Moji) to load limestone for Cape Lambert, Western Australia.

"BARON DUNMORE" is on Time Charter to British Phosphate Commissioners and has just loaded a cargo of phosphate at Christmas Island for Western Australia.

"BARON FORBES" is expected to complete discharge of the first portion of her Queensland sugar cargo at Yokkaichi on 4th June, after which she will shift to Tokyo to discharge the balance, her completion date being 10th-12th June. On completion she will drydock and be handed over to her new owners.

"CAPE FRANKLIN" After stock-lifting a cargo of iron ore at Amsterdam, she is due at Cardiff on the 31st May to discharge, completing the following day. She will then sail for Seven Islands to load iron ore for Newport, Mon.

"CAPE GRAFTON" left Bunbury on the 17th May with a cargo of ilmenite for Immingham, where we look for her arrival on or about the 20th June.

"CAPE GRENVILLE" arrived at Vancouver, B.C. on the 29th May with bulk sugar loaded at Mourilyan. On completion of the sugar, she will load lumber and lumber products on Time Charter to Canadian Transport for Australia.

"TEMPLE HALL" left Christmas Island on the 27th May for Kwinana with phosphate and on completion will return to Christmas Island to lift phosphate for Adelaide and Wallaroo.

"CAPE HAWKE" sailed from Brisbane on the 31st May with sorghum for Japan. From Japan she will ballast across to Vancouver, B.C. to load potash or sulphur for Geelong.

"CAPE HORN" left Groote Island (Gulf of Carpentaria) on the 12th May with manganese ore for Porsgrunn and will call off Cape Town en route. On completion at Porsgrunn she will move to Amsterdam where re-engining work will commence.

"CAPE HOWE" sailed from Murmansk on the 31st May with iron ore for Immingham, where she is due on 5th June. Meantime, she is not fixed beyond Immingham.

"BARON INCHCAPE" is on Time Charter to Canadian Transport and after loading lumber and lumber products, sailed from Crofton, B.C. on the 26th May for Sydney, N.S.W., where she is due on 16th June. This is her first discharging port and advice of subsequent ports is awaited. On completion of the lumber cargo she will move to Queensland to load bulk sugar for Auckland, New Zealand. (continued on Page 37)



"Cape Grenville" approaching the road bridge spanning the fjord which separates the mainland from the Island of Karmøy, near Haugesund



Mrs. Sheila Marshall, "Cape Grenville's" Sponsor at Haugesund in January. Mrs. Marshall is the wife of Mr. J.G. Marshall, a Director of Scottish Ship Management, Ltd.

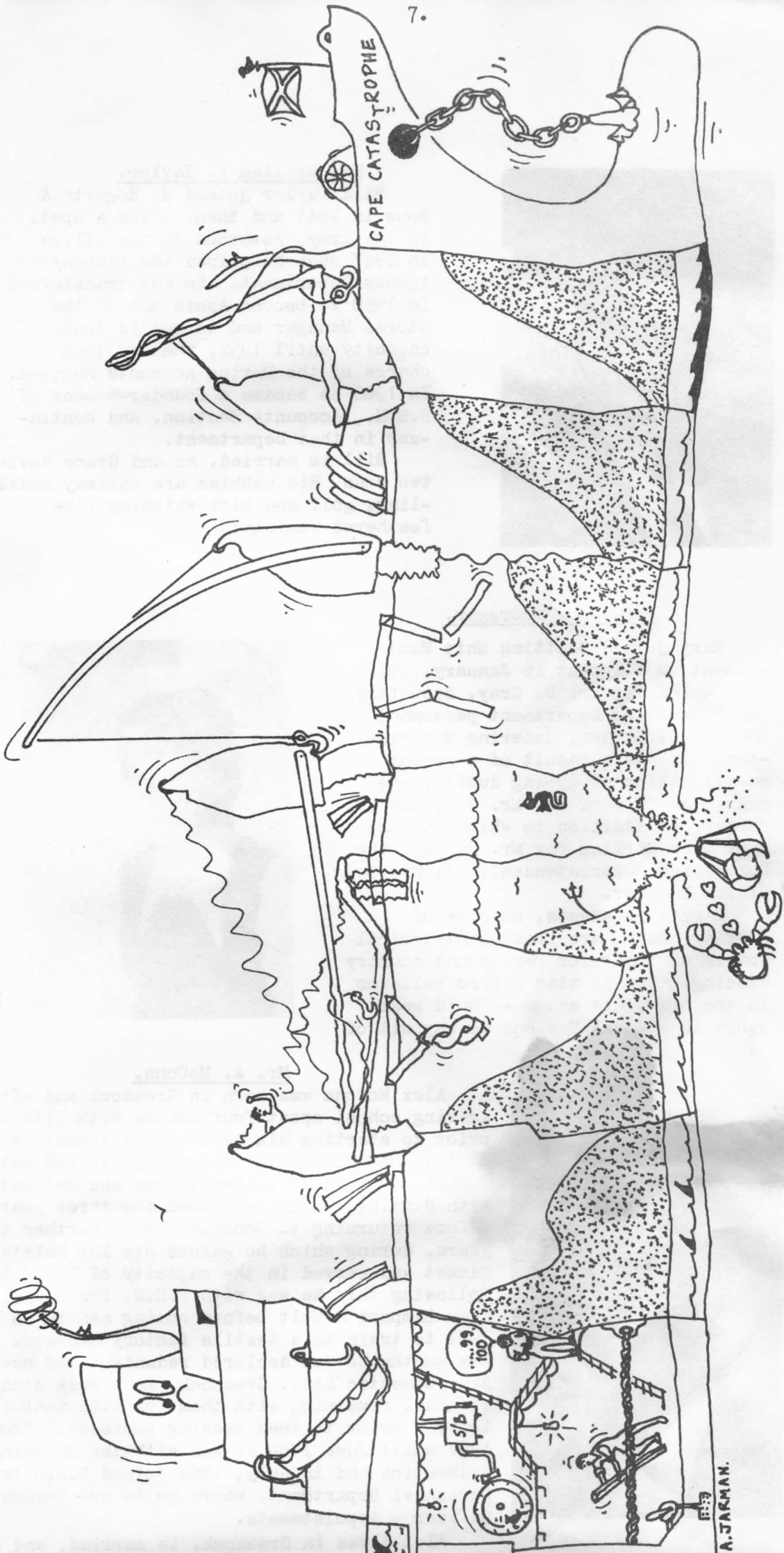


Guests being piped aboard "Cape Grenville" prior to the Commissioning. Behind the piper : Mrs. Marshall and Mr. Sven Sandved, Chairman of Haugesund Mekaniske Verksted, A/S

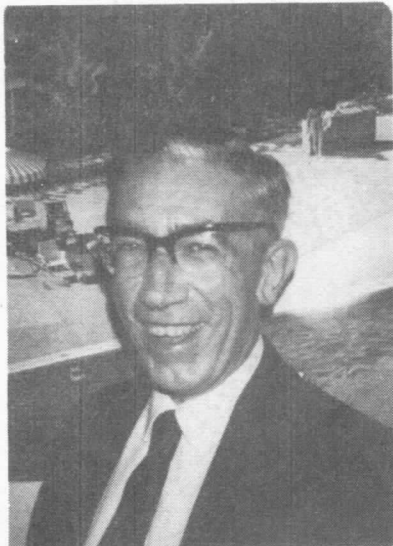


View across the deck of "Cape Grenville" through one of the partially-opened hatches

ALL OUR SHIPS HAVE CRANES.....



As a footnote, it must be stressed that any resemblance whatsoever between "Cape Catastrophe" and any of the ships in the fleet is purely coincidental!



Mr. William A. Taylor.

Bill Taylor joined H. Hogarth & Sons in 1941 and then, after a spell in the Army, returned to the Office in 1947 when he joined the Lisbon/Agency Department. He was transferred in 1950 to become Assistant to the Stores Manager and worked in that capacity until 1952, when he took charge of the Marine Accounts Section. In 1968 he became a founder-member of S.S.M., Accounts Section, and continues in that Department.

Bill is married, he and Grace having two sons. His hobbies are railway modelling, golf and bird-watching (the feathered variety!)

Mrs. Mary McGregor.

Mary joined Scottish Ship Management as a Typist in January, 1970 and worked for Mr. D. Gray, Secretary, the Purchasing Department personnel and Mr. D. Broder, Catering Superintendent. As a result of a recent re-allocation of typing duties, she continues to work for Mr. Gray and Mr. Border, in addition to which she is kept busy working for Mr. Murphy, the Purchasing Superintendent, and Mr. Begg, Claims Manager.

Mary's interests, outside of working hours, are reading historical novels of the Tudor Period and country dancing. She is also a firm believer in the old Scots adage - "Guid gear gangs in wee bulk" : and so say all of us!



Mr. A. McConn.

Alex McConn was born in Greenock and after leaving school spent four months with Lithgows prior to starting his deck apprenticeship with J. & J. Denholm. After obtaining his 2nd Mate's Ticket in 1954, he sailed as 3rd and 2nd Mate with Hunting, being with them for three years before returning to Denholms for a further three years, during which he gained his 1st Mate's Ticket and served in the capacity of 2nd Mate. Following this he was with P.S.N. for a spell and then Lamport & Holt before coming ashore in March 1961 to train as a textile factory manager. After six months he was declared redundant and moved to Acme Domestic Ltd., Greenock, as a work study trainee, remaining with them for nine months but leaving prior to them ceasing business. From May 1962 until June 1969 he was with the Shipping Federation and in July, 1969 joined S.S.M.'s Personnel Department, where he is now Personnel Officer - Appointments.

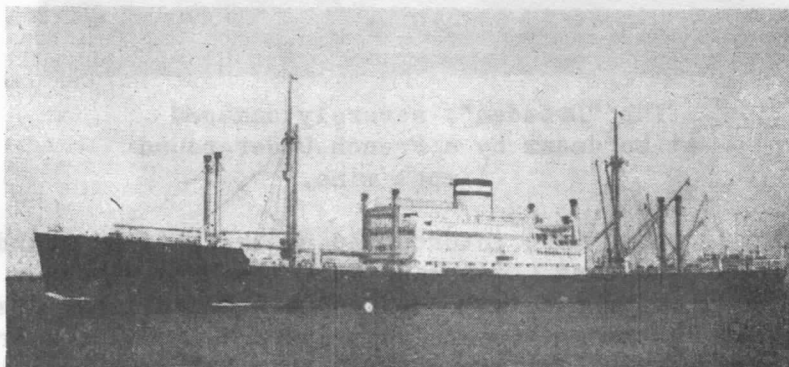


Alex lives in Greenock, is married, and has three children. He admits to having one hobby - gardening.

GERMAN BLOCKADE RUNNERS IN THE SECOND WORLD WAR

One of the most interesting spheres of activity at sea during the Second World War was undoubtedly that dealing with the Allied interception of German blockade runners. These ships can be divided into the following categories:- (1) the German raiders which were at the same time blockade runners and which also often acted as supply ships for submarines; (2) the supply ships of the German Navy, dry-cargo ships and tankers, and the real supply ships of the "Altmark" class; (3) the prize-ships, the majority of which were sent to the French Atlantic coast; and (4) the group of blockade runners consisting of the ships which traded between Bordeaux and the Far East and which also often acted as supply ships, prison ships, etc.

When war was declared on September 3rd, 1939 there were numerous German merchant ships on all the oceans and they nearly all succeeded in reaching neutral ports. They remained there for some time, but in December, 1939 many of them became active. During the winter months many tried to reach their home ports, endeavouring to pass the Allied blockade lines between Scotland and Iceland and Iceland and Greenland, during the long Arctic nights. Some of the ships succeeded, but many were intercepted, too. Among the ships which reached German ports were the famous "Bremen" (a photograph of her sister-ship "Europa" appears in this issue), "St. Louis" and "New York". As the German captains had instructions to scuttle their ships to prevent capture by the enemy, many fine ships were lost. Among them was the third largest German liner, the "Columbus", which was scuttled by her crew when she was intercepted by H.M.S. "Hyperion". Others lost in this way were the "Adolph Woermann", "Watussi", "Usambara", "Mecklenburg" and "Parana".



The "Osorno", one of the most successful of the German blockade runners.

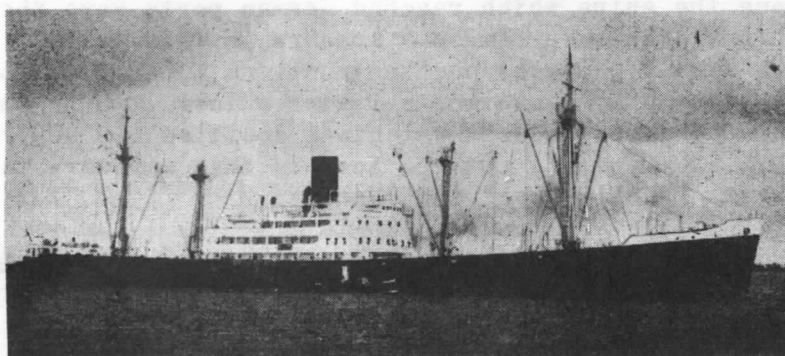
After the Germans had successfully overrun the Low Countries and France during the Spring and early Summer of 1940, they had the more favourably situated French Atlantic ports at their disposal, so it became unnecessary for their ships to pass the Northern Patrol. Early in 1941 the Germans sent some of their merchant ships - the "Lech" and "Hermes", ex-"Karnak", were among them - to South American ports so that they could act as supply ships for raiders and submarines. The ships successfully ran the Allied blockade, which was announced by the German radio with much propaganda, but the German propaganda machine was silent when both the "Lech" and the "Hermes" were intercepted on their homeward trip and scuttled by their crews. At the same time, the German ships lying idle in the Pacific ports of North and South America received orders to set course for Japan or to act as auxiliaries for the German raiders in the Pacific, the "Komet" and the "Orion". Some of these ships successfully evaded British and Allied warships. The "Osorno", "Portland", "Rhakotis", "Bogota" and "Quito" safely reached Japanese ports, but many others were intercepted. The "Friesland", "Hermonthis" and "Weser" were all scuttled or set on fire by their crews; the "Weser", however, was saved by a boarding-party.

German raiders were very active in the latter part of 1940 and in 1941 had many victims among Allied shipping. Some valuable ships were sent to the Atlantic ports

of France with useful cargoes. The Dutch "Kertosono", the Norwegian "Krosfonn", "Ole Wegger". Solglimit", "Pelagos", the British "Speybank", and many others. German warships such as the "Scharnhorst" and "Gneisenau", the pocket-battleship "Admiral Scheer", also sent home many ships with valuable cargoes - the "Polykarp", "Sande-fjord", "British Advocate", etc.

A few of the German ships in Japan tried to get home during this period, but when the Japanese captured Malaya and the Dutch East Indies early in March, 1942 regular trips between Bordeaux and Saigon, Bangkok, Shonan (Singapore), Djakarta and Japan began.

There were eighteen German merchant ships which carried on this service, together with three prize-ships and some Italian vessels. The German ships were the "Alsterufer", "Anneliese Essberger", "Burgenland", "Dresden", "Elbe", "Else Essberger" "Ermland" (renamed "Westerland" in 1940 to prevent confusion with the supply ship of the same name), "Kulmerland", "Munsterland", "Odenwald", "Osorno", "Portland", "Ramses", "Regensburg", "Rhakotis", "Rio Grande", "Spreewald" and "Tannenfels": the prize-ships were the "Doggerbank" (ex "Speybank"), "Irene" (also named "Isar", ex Norwegian "Silvaplana") and "Karin" (also named "Passau", ex Dutch "Kota Nopan").



The "Dresden", severely damaged
at Bordeaux by a French Underground
limpet mine.

Of all these ships, seven were intercepted on their first round trip but, on the other hand, there were many which made more than one voyage. The most successful of the blockade runners was the new diesel-electric liner "Osorno" of the Hamburg-Amerika Line; she made three round trips and five times broke the Allied blockade. Her master on the last voyages, Captain Hellmann, was the only German merchant navy officer to be awarded the Knight's Cross of the Iron Cross.

The "Osorno" was temporarily renamed "Burnau" and she reached Bordeaux for the last time on December 23rd, 1943, a few days before the "Alsterufer" was intercepted by a Sunderland flying-boat of Coastal Command in the Bay of Biscay and soon afterwards attacked and scuttled by the crew in position 46° 40' North, 19° 30' West. This led to the action in the Bay of Biscay on December 28th, 1943 between the British cruisers "Glasgow" and "Emerald" and the destroyer "Sikh" against eleven German destroyers and torpedo-boats.

The motorship "Rio Grande" was scuttled on her third homeward-bound voyage in the South Atlantic when chased by the U.S. cruiser "Omaha" and the destroyer "Jouett". The "Tannenfels", of the Hansa Line, the "Weserland" (ex "Ermland") of the Hamburg-Amerika Line, the "Dresden" (N.D.L.) and the "Portland" (Hapag) all made two round trips. Of the prize-ships, the "Doggerbank" was employed on her trip to Japan as an auxiliary minelayer and laid a minefield near Cape Agulhas, but on her return trip she was torpedoed by a German U-boat near the Azores. This had happened before with the "Spreewald"; on her first homeward trip she was sunk, on January 31st, 1942, in the same area by an Italian submarine!

Intercepted on her way home by H.M.S. "Adventure" off Cape Finisterre, the "Irene" was scuttled by her crew. The "Passau", which became a prize of Raider 45 ("Komet") near the Galapagos Islands on August 17th, 1941 made the voyage with a prize crew to Bordeaux via Cape Horn. After her valuable cargo had been discharged she was sent to Singapore, arriving there on 11th January, 1943. On her return trip she was intercepted by an American Task Force consisting of the U.S.S. "Savannah"

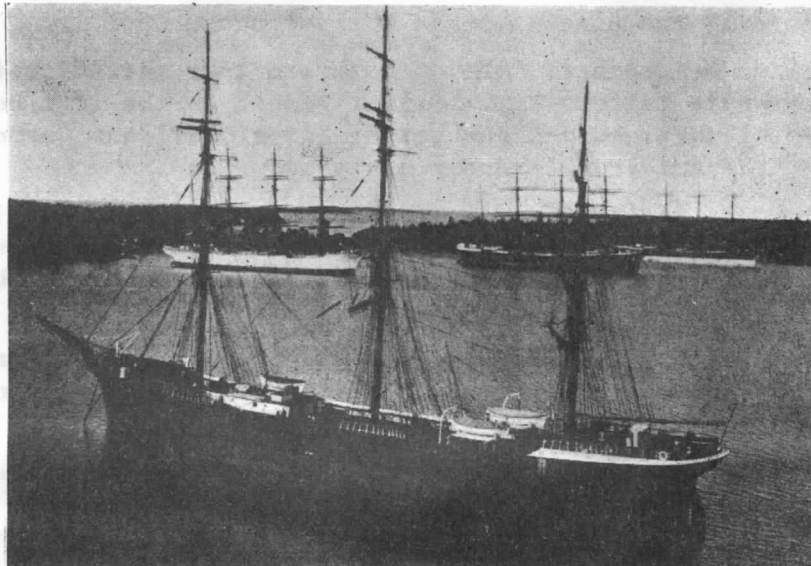
and "Santee" and the destroyers "Eberle" and "Livermore" 650 miles east of Recife at which point she was scuttled. The Germans were often obliged to interrupt the voyages of these ships, especially in the later stages of the war, when it was impossible to break the blockade. Then they were called back to Yokohama, Singapore, or Djakarta to await more favorable times.

An important part in the interruption of these voyages was taken by the French underground movement. For instance, the "Dresden" entered the port of Bordeaux on 4th November, 1942 and a few days later was so heavily damaged by a limpet mine that she was never repaired by the Germans. The "Tannenfels", which left the same port during May, 1942, had an explosion on board a few days later, but she was able to continue her voyage. When hunting for further explosive devices, a second one was discovered but it was rendered harmless before it could do any damage.

Some of these ships had remarkable experiences: The "Dresden" was in the 'waiting area' near the Azores when she was passed, some miles distant, by two huge Allied convoys but the escorting warships continued with their convoy protection duties and did not challenge this one, lonely ship. The "Doggerbank" was sighted by a South African reconnaissance 'plane off the South African coast but she had a large truck on her deck upon which was painted 'General Motors' and this appears to have deceived the pilot. After having laid her mines (off Cape Agulhas) she was twice intercepted between that cape and Java, but on both occasions was released after giving a fictitious name.

Early in 1944 the Germans were forced to abandon the idea of continuing these voyages with surface ships in an endeavour to obtain essential raw materials and food, the tendency then becoming to use specially adapted submarines for this purpose.

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



A photographic grouping which will never be repeated. Four windjammers anchored at Mariehamn, Finland, in September, 1933. In the forefront is "Grace Harwar", and left to right in the background: "Viking", "Olivebank" and "Pommern".

Photo: A. Gronblom, Finland.

OFFICE RULES FOR DICTATORS.

1. Never start work first thing in the morning. We much prefer a terrific rush in the late afternoon.
2. Please smoke whilst dictating; it assists pronunciation.
3. Do not face us while dictating; this would be too easy for us.
4. Hours of dictation:-
During the lunch hour
Anytime between 4.30 and 5.30 p.m.
5. When dictating please parade up and down the room. We can understand what is said more distinctly.
6. Please call us in for dictation and then proceed to sort out papers, look up old files, telephone and receive calls, etc.
7. Please lower the voice to a whisper when dictating names of people, places, etc., and under no circumstances spell them to us. We are sure to hit upon the right way of spelling them. We know the name and address of every person, firm and place in the world.
8. When we do not hear a word and dictators are asked to repeat it, shout it as loudly as possible. We find this more gentlemanly. Alternatively, dictators should refuse to repeat it at all. We have second sight and it may come to us.
9. Whenever possible, dictators should endeavour to keep us late. We have no homes, and are only too thankful for somewhere to spend the evening.
10. Should a letter require a slight alteration after it is typed, score the word heavily through about four times and write the correct word beside it, preferably in ink or heavy pencil, and always make the alteration on the top copy.
11. Should we be too busy, or too lazy, to take down dictation, please write letters with a blunt pencil in the left hand, whilst blindfolded. Incorrect spelling, balloons, arrows and other diagrams are very helpful to us.
12. With regard to statements, do not on any account use lined paper. If figures are altered, please write heavily over those previously inserted; the correct figure in each case being the one underneath.
13. Should work be required urgently (a most unusual occurrence), it aids us considerably if the dictator will rush in at intervals of 30 seconds to see if it is done.
14. If extra copies of a letter are required, this desire should be indicated either after "yours faithfully" or overleaf, so as to ensure that it is the last thing the typist will see when the letter is completed.
15. When we stagger out carrying a pile of files, please do not open the door for us; we should learn to open it with our teeth, or crawl under it.
16. Never place a chair ready for us as we prefer to drag these across the room ourselves, especially if they have no castors.

THE SAILOR'S LAMENT

His face is haggard and debauched,
His state of mind, this must be watched;
He screams at night when all alone,
For his drinking pals with heads of stone.

His friends are all of drinking class
And cannot talk without a glass.
They sit and swill it down their throats
And prattle on like a herd of goats.

They booze so much they have a list
Their brains as thick as Scottish mist;
They cannot even leave the sea,
Where beer and cigs. are almost free.

Some days they don't feel just so good,
It's always the weather, or maybe the grub;
One thing's certain, it's never the drink,
For a suggestion like that's too awful to think.

And when on shore they live it up,
They have much more than the occasional cup.
Cash they have made - that's for **sure** -
So that when he sails, he's very poor.

Stop they must, and hope it's soon,
Probably after we reach the moon.
For these great chaps my heart doth bleed
To see the poor souls going to seed.

But what, oh what, will aid these boys?
For without a drink they know no joys;
Yet help may come from up above.
God knows, poor devils, they all lack love.

Some fine day he may chance to meet
In shop, or 'bus', or on the street,
A well-brought-up and lovely doll
And then this drunkard's sure to fall.

For she will watch his drunkard ways
And this will end his happy days.
Then, for him it's back to sea
Where booze and cigs. are duty-free.

I don't infer this applies to all,
But most of them do have a ball.
The trouble is I'm one of them,
But I can get out before, Amen!

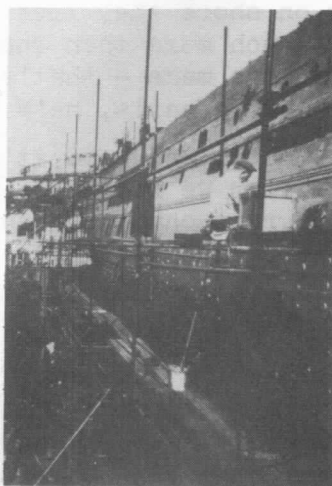
P. Care.

THE "GREAT BRITAIN"

Now lying in what was her birthplace, and will become, it is hoped, her permanent resting-place, is the steamer "Great Britain".

The place is the Great Western Dock (Wapping Dock), Bristol, and the "Great Britain" was, at the time of her keel-laying on 19th July, 1839 and her launching on 19th July, 1843, the largest ship in the world and one of many examples of Isambard Kingdom Brunel's engineering genius. She was very strongly built of iron and one of the main concepts behind her construction was an endeavour to challenge the monopoly held at that time by the United States in the transatlantic passenger trade.

To say that she was 'launched' is not strictly accurate for, as she was considered too heavy to be built in the conventional way on a slip, a special dock was constructed in which she was built and, when ready for 'launching', this dock was flooded and she was floated out of the new dock, named the Great Western Dock, into Bristol's Floating Harbour, where she was fitted-out. This occupied until the following year, when she passed down the River Avon to the Bristol Channel and the open sea. She was built by, and subsequently owned by in her first years, a newly-formed company - the Great Western Steamship Company - and Brunel's original idea had been that the ship was to form a link between London and New York - by his Great Western Railway from London to Bristol and by his own ship from Bristol to New York.



Working on "Great Britain's"
starboard side

After her completion she had a varied career, starting, as intended, as a transatlantic liner, although plying between Liverpool and New York, until September, 1846 when she ran aground at Dundrum Bay, County Down, Ireland. After a great deal of time, trouble and money had been spent the ship was refloated in August, 1847, but the cost of salvaging her, followed by that of repairs, proved too much for her owners, who were forced to sell her and their other well-known ship, the "Great Western".

The purchasers of the "Great Britain" were Gibbs, Bright & Company who carried out considerable changes in her and then placed her on their Australian run, sailing from Liverpool for that country on the 21st August, 1852 with no fewer than 630 passengers, many of whom were answering the call of gold which had been discovered about that time in Australia.

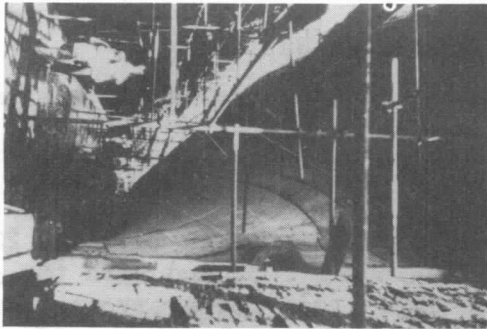
During the Crimean War she was used for carrying men and horses to the Black Sea and she was used on another occasion for trooping when she transported men to Bombay at the time of the Indian Mutiny.

Apart from these 'diversions', she continued in the Australian trade until 1876, in which year she was sold to Anthony Gibbs, Son & Company. They converted her into a sailing ship, removing her engines, deck-house and passenger accommodation. Cargo hatches were cut in her deck and wooden cladding fixed in position around her hull, presumably as protection from damage when cargo barges were alongside.

After conversion, she sailed for San Francisco with a cargo of coal and returned from there with wheat. On a later, similar, voyage in 1886 her coal cargo shifted in a storm off Cape Horn and she was forced to put into Port Stanley, Falkland Islands, with storm-damage, including partially fallen masts. After examination it was decided that it would cost too much to repair her and she was therefore sold to The Falkland Islands Company who converted her into a hulk for storing coal and wool. She was employed thus until early 1937 when she was towed from Port Stanley to Sparrow Cove, about three miles away, and there holes were made in her bottom and she settled down on the seabed in shallow water.

There she lay until, in 1968, after a growing number of people were becoming concerned that this important example of maritime history would be lost for ever, a group of influential enthusiasts formed the 'S.S. GREAT BRITAIN PROJECT' and funds were realised to enable the ship to be brought back to Bristol.

A great deal of preparatory work was necessary on the vessel where she lay at Sparrow Cove before the trip to the United Kingdom could even be considered for in many respects the ship had reached an advanced stage of decay. One of the biggest jobs necessary was the patching and strengthening of a crack in the hull



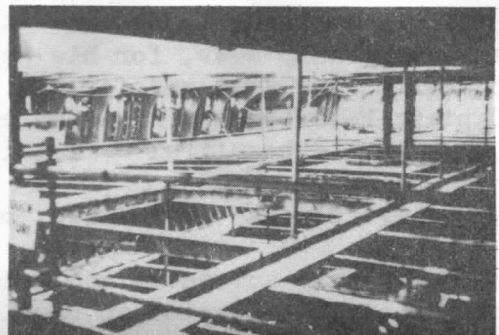
View for'ard from stern,
showing rudder

running from the gunwhale to the keel on the starboard side. It was considered too risky to try and float the ship across 7,500 miles of ocean on her own bottom and it was therefore decided to raise her onto a special pontoon, secure her firmly on the pontoon, and then tow both the pontoon and its 'cargo' across the Atlantic.

A great deal of skill was displayed in patching and raising the ship and eventually, after a nine-week voyage, the pontoon with deck cargo standing high and dry, arrived off Avonmouth on the 23rd June, 1970. At Avonmouth the pontoon was submerged and the "Great Britain" floated free, ready to be towed up the Avon on a suitable tide. This occurred on 19th July, 1970, the day on which she re-entered the Great Western Dock, Bristol, and, in fact, the 127th anniversary of her launch.

After discussion, it was decided to restore the ship as nearly as possible to her 1843 condition and restoration work is now progressing. Should any reader be in the Bristol area the opportunity should be taken to visit this most interesting, and historical, old ship.

Interior of ship, looking
for'ard



Captain Peterson has recently written advising that when "Cape Grenville" was at Fremantle during the early days of April, a cocktail party was held on board on the 11th and the following were guests:-

"Toyomenka - Perth"	:	Mr. and Mrs. E. David - Sales Manager. Mr. and Mrs. Morokawi - Japanese Representative. Miss Barraclough - Secretary.
B.P.C.	:	Capt. and Mrs. D. King - Marine Supt., W.A. Mr. Johnson - Adelaide Office of B.P.C.
Western Mining Co.	:	Mr. and Mrs. Don French - Manager. Mr. and Mrs. Brian MacGilvray - Asst. Manager.
Western Titanium Co.	:	Mr. and Mrs. Peter Nairn - Managing Director. Mr. and Mrs. Barry Millard - Shipping Manager.
F.P.A.	:	Capt. and Mrs. George Geddes - Harbourmaster. Mr. and Mrs. Murray Rann - Public Relations Officer.
Customs	:	Mr. and Mrs. Evan Trott - Boarding Inspector.
Marine and General Chartering Co.	:	Mr. and Mrs. John Napier.

Mr. Eadie also attended but, owing to ill health, Mrs. Eadie was unable to be present.

Captain Peterson goes on to say :

"Guests were met at the gangway and arrived between 1930 and 2000. A cold buffet was laid out at the end of the table-tennis room and with the partition open between this and the smoke-room there was ample room for everyone. Mr. Daddy and his staff presented an excellent spread, the whole display being set off by three vases of fresh flowers. About 2100 those who so wished were given a conducted tour of the ship and then dined.

"Mr. Morokawi and his wife, a charming couple, kindly took along a pre-dressed recorded tape with Japanese music and, after the meal, Mrs. Morokawi, traditionally gave a dance - 'Rain in Springtime' - which was very graceful and greatly appreciated by all. Following this, Capt. Geddes presented the ship with a Fremantle Port Authority plaque, to which I replied suitably, at the same time welcoming the guests on board and then in turn presented Captain Geddes with a "Cape Grenville" plaque. After that I gave a few selections on the bagpipes and by about 2315 all the guests were ashore. Unfortunately, it was not thought of soon enough and some of the guests had left, but the flowers were divided up and the ladies in the last five couples to leave were each given a bouquet to take with them.

"Mr. Daddy and his staff are to be complimented on a first class effort, while all those officers not on duty were immaculately turned out in black shoes, black trousers, white shirts and epaulettes and mixed very well with all the guests".

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

"HIGHLY AUTOMATED CONTAINER SHIP DUE TO FINISH LOADING IN 2 DAYS"

So read the headline in Marine Log, a section of the Galveston (Texas) Daily News dealing with Galveston Port Activities and in this instance dealing specifically with "Cape Grenville's" visit to that port in February when she loaded grain for Japan.

We are grateful to Mr. Joel Kirkpartick, City Editor and Maritime Editor of the Galveston Daily News, for his permission to reproduce his article and the accompanying photograph in TRIAD and for his concluding remarks received in a letter. These read : "Captain Peterson and his crew extended us every courtesy while they were here. And you do have a beautiful -- and I hope -- profitable ship".

The article ran as follows, being dated Galveston, February, 20th, 1973:

"The highly-automated and modern bulk and container carrier, the motor vessel "Cape Grenville", is expected to complete loading grain sorghum for Japan today Wednesday at Bunge Corporation's Elevator B.

"The 535-foot long ship is on her maiden voyage. When she arrived in Galveston late last week, she was just 17 days out of the yard where she was built, Haugesund Mekan-

-iske Verksted, of Norway.

"The "Cape Grenville" is the last in a series of eight ships built in the Norwegian yard for supervision by Scottish Ship Management, Ltd.

"Three of the ships are owned by Hogarth & Sons, Ltd., four are owned by Lyle Shipping Co. Ltd., of Glasgow, and one is owned by Lambert Brothers Ltd., of London.

"The "Cape Grenville" is owned by Lyle Shipping Co. Ltd. and her home port is Glasgow.

"The "Cape Grenville's" master is Captain Ian Peterson, and her Chief Engineer is Commodore Bill Moore. Both men are Scots.

"The vessel was presented a maiden voyage plaque Sunday by the Port of Galveston, represented by Robert Ross, Assistant Operations Manager of Galveston Wharves, and Bob Nesbitt, director of public relations.

"Actual presentation of the Plaque to Captain Peterson was made by Miss Whitney Womack, grand-daughter of the late Brantly Harris, once Mayor of Galveston, and Mrs. Bryan Williams Sr. Miss Womack is a staff writer for the Dallas Morning News.

"After the presentation, Captain Peterson played his bagpipes for the guests aboard his ship.

"Also present as guests of Captain Peterson were Mr. and Mrs. Dave Smith of Holland Landing, Ontario, Canada.

"Ross, a native Scot, was port director at Freetown, South Africa, (West Africa? - Ed.) before coming to Galveston. He is a recently naturalized citizen.

"The Chief Engineer, Moore, is engineer-commodore for the Scottish Ship Management Ltd.

"The ship is loading 22,500 tons of grain sorghum for Japan. The new ship is designed for maximum trading flexibility. She has a maximum beam of 75 feet and her loaded draft is 34 feet. She weighs 23,700 deadweight tons.

"The five major cargo holds are equipped with hydraulically operated hatchcovers. The holds are modulated for containers. The four ship's cranes are hydraulically operated and each has a 16-ton capacity. The engines consist of twin diesels developing a total of 12,000 h.p. They are geared to a variable-pitch propeller. The engine-room can operate unattended and is controlled from the bridge. The engine watch system is switchable to the cabin of the engineer on duty and the ship has an on-board computer.

"The ship carries a crew of 26 normally - about 10 less than an American ship of comparable size. Each member of the crew has an individual cabin. The ship has seven deck levels served by both ladders and elevators.

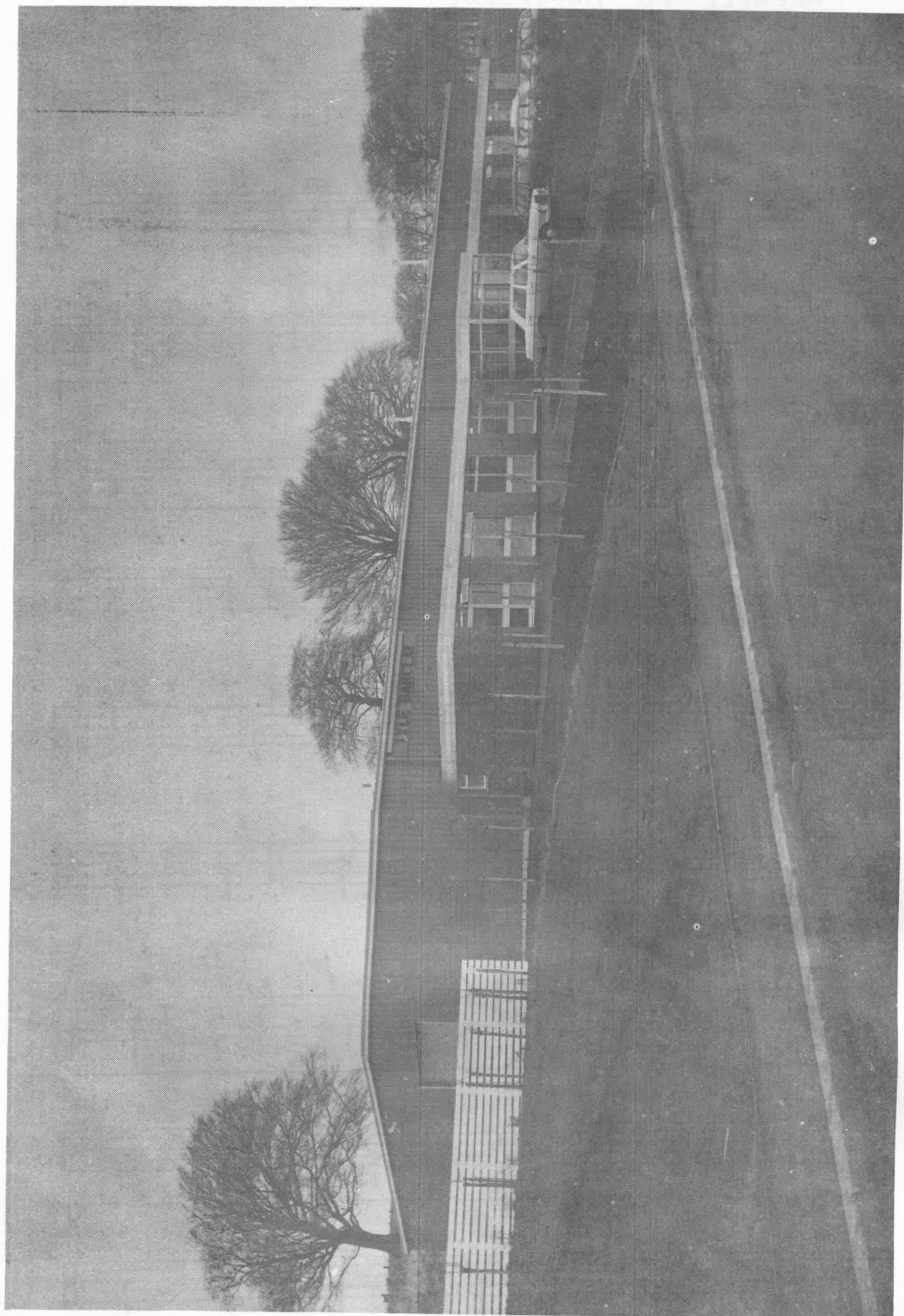
"Her trial trip speed was 18 knots, but she'll cruise economically at about 15 knots".



Captain Peterson, Miss Womack and Mr. Ross.

Q U I Z .

1. Name the Planets which make up our Solar System, placing them in their correct order, starting with the one nearest the Sun.
2. Name the largest and heaviest member of the seal family.
3. The Acropolis in Athens is one of the world's best-known buildings. What does the word 'acropolis' mean?
4. Name the highest statue in the world.
5. Between which two of the Great Lakes are the Niagara Falls situated?
6. What is a 'black' star?
7. Chlorophyll, the green colouring matter in plants, has a remarkable property. What is it?
8. It would be called a 'Rathaus' in Germany; what would we call the same thing in this country?
9. If a person has 'dichromatic' vision, what condition does he or she have?
10. William Penn founded the American State of Pennsylvania. What was his religious faith?
11. What do we call the sacred songs sung by David?
12. Name the legendary heroine associated with the city of Coventry.
13. What is the name given to an Indian elephant keeper and driver?
14. The White Cliffs of Dover are composed of chalk. Of what does the Rock of Gibraltar consist?
15. Why is Thailand sometimes referred to as 'The Land of the Yellow Robe'?
16. Which dam, completed in 1959, controls the waters of the Zambesi River?
17. What is the Continental Divide?
18. What is combined chemically with lead to make red lead?
19. Whom did Ben Jonson call 'Sweet Swan of Avon'?
20. Which American industrialist once claimed that 'History is Bunk'?



Barclay's new factory at East Kilbride, near Glasgow, which was opened on the 2nd March, 1973 by the Secretary of State for Scotland,
The Right Honorable Gordon Campbell, M.C., M.P. Photograph : Talbot Studio, Leven

FAREWELL TO HAUGESUND.

MARCH.



1st TIME.



2nd TIME.



1st TIME.



2nd TIME.



Mr. Philip Evans, Radio Officer of "Temple Arch", has written to us to let us know that when the ship was at Napier, New Zealand, during the latter part of last year it was arranged that Mrs. Laurrie M. Swindell, a member of the Outside Recording Staff of the New Zealand Broadcasting Corporation, should visit the ship with the object of recording some of Captain A.M. Fraser's bagpipe music. The recording was duly made and the programme taped by Mrs. Swindell and transmitted over the New Zealand National Broadcasting Network.

Mr. Evans also sent the accompanying article and photograph and expresses the hope that this story will convey the high esteem in which Captain Fraser is held, both as a Master and as a Piper.

CAPTAIN FRASER IN NEW ZEALAND

or

HOW TO BEAT THE ROYAL SCOTS DRAGOON GUARDS AT THEIR OWN GAME.

The 'Old Man' can do better, boyo -

Aye, yer right there, Taff -

... and his Men of Harlech is pure poetry; mind you, it isn't Tonypandy or Treorchy Male Voice Choir, but then we can't all come from the Valleys. Well, let's ring 'em up and tell them, mun -

Do you think they'll be interested, Taff? -

Look, mun, the NZBC haven't been going this long without being able to recognise talent when they hear it, so you ring them up and ask if they would like to come and record the 'Old Man' with the pipes. You do the talking, 'cos you've got more patter than a family of ducks -

The local 'phone calls in New Zealand are free!

Hello, NZBC, can I help you? - What a sexy voice! -

Yes, we hope you can..... - (A real posh voice now, do I hear the strains of 'Rule Britannia'?) -

To cut a long story short, as I can't remember exactly what was said, (but it must have been good!) we were eventually speaking to the Production Manager. We told him that we thought Captain Fraser was a much better piper than the Dragoons and that perhaps he (the Production Manager) might like to come down to the ship in order to record the Captain. He was very interested, but as this was five minutes to five on a Friday afternoon, perhaps we could call back on Monday? (Bet they would never ask T. Rex to call back on Monday).

So, with nothing more to be done that night to advance Captain Fraser's recording chances, we made our way to the Leopard Inn (Napier's swinging scene - or where it's all at!) for a few jars. Nice pub that, about half a dozen bars (well, nearly, but after the first two who counts anyway?) catering for most tastes. We eventually ended up in the basement bar (variety being the spice of life) where there was a 'folk' night going on and a young lady, by name of Marg Douglas was giving a heart-warming, throat-lumping rendition of 'The Leaving of Liverpool' (It's near enough to Wales!).

When Marg finished her turn she had to walk past the table to return to her seat, so we took the opportunity of telling her how much we enjoyed her singing. She stayed a few minutes chatting and the conversation got around to Captain Fraser's piping and the fact that we had rung NZBC. It turned out that Marg worked in the NZBC studio in Napier and she advised us to ask to speak to Mrs. Laurrie McDuff Swindell.

On the following Monday Mrs. Swindell was most interested in coming down to talk to Captain Fraser and to record some music. This was all very well, of course, but we had omitted one important thing, and that was to ask Captain Fraser if he would consent to the interview!!!

- Excuse me, Sir, Could I have a word with you, please? -

- Certainly, Philip, what's your problem? -

- Well, Sir, It's not exactly my problem, but..... -

And the saga of the telephone call, with due pleadings that we not be tied to the mizzen mast (perhaps the fact that there isn't one - there isn't, is there?, helped) and flogged was duly unfolded to a well, I don't know really whether Captain Fraser was delighted, astounded, pleased, flabbergasted, or just plain outflanked, but certainly to our delight he agreed to see and to talk to Mrs. Swindell.

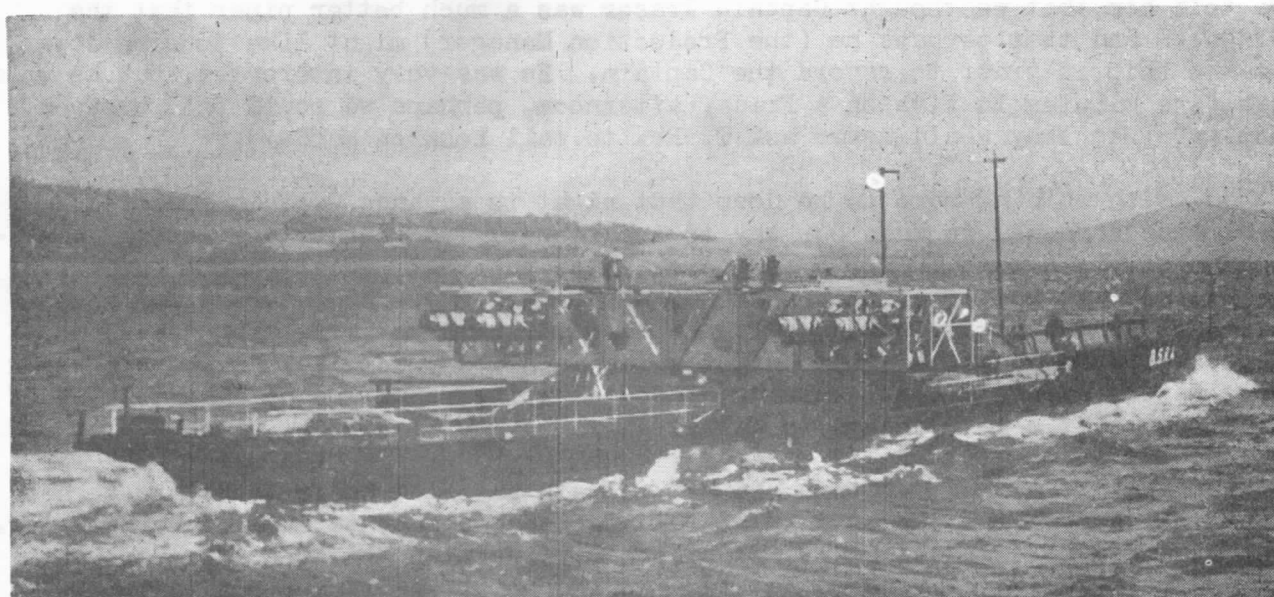


Mrs. Swindell and Captain Fraser

That morning, about eleven o'clock, Mrs. Swindell arrived, carrying a portable tape-recorder; at least they called it 'portable', but it weighed a ton! Mrs. Swindell and Captain Fraser were duly introduced and we left them to enable the recording to be made.

Well, as you see from the photograph, things must have gone well with the recording for, in fact, the programme was duly broadcast on the national network.

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



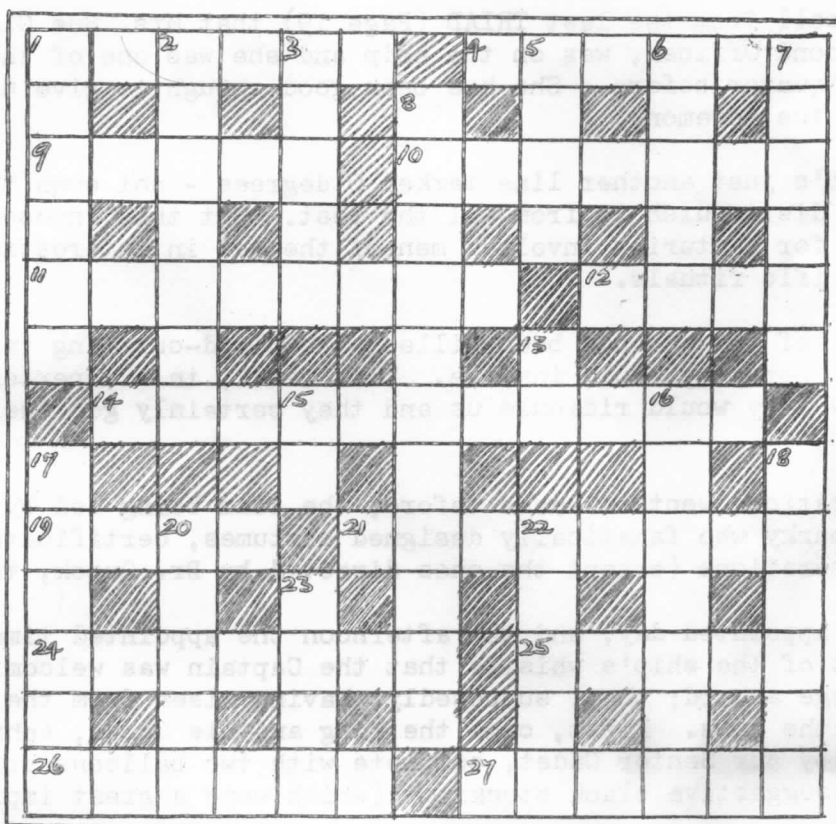
"Lucy Ashton". She was built for the North British Railway Company Limited in 1888 by T.B. Seath of Rutherglen and was the only unit of the London & North Eastern Railway Company's Clyde steamer fleet to continuously maintain services on the river during the Second World War. She was broken-up at Faslane, Gareloch, in 1951. The photograph shows her, after she has been withdrawn from commercial service, being used as a mobile test-bed for jet engines.

CROSSWORD

(Solution on Page 36)

Across.

1. Do gardeners prefer this suit when making a contract? (6)
4. He could be a bookworm (6)
9. Do all surgeons like this music to commence the operation? (5)
10. They are all here (7)
11. Severe (8)
12. Maps that confuse the powerful units (4)
14. 26 Across could be the answer to this clue, but not the last one (11)
19. Does Eric really like the pudding when he mixes it? (4)
21. Long or short, it's a matter of judgement (8)
24. Instructions to the miner! Will he suffer? (7)
25. Put out (5)
26. Scorn (6)
27. Dead drunk (6)

Down.

1. Scoop (6)
2. The mean value or does she state her true date of birth (7)
3. Raise to high rank (5)
5. Loosen (4)
6. The mad R.E. had a vision (5)
7. A sister who showed hostility (6)
10. A reason for failure - even at horseriding (6,3,2)
13. The first person singular of the verb 'to be' (2)
15. Preposition (2)
16. Mental stress (7)
17. Soil (6)
18. Let by tender, fully occupied (6)
20. Detectives were first with this drink (5)
22. English river (5)
23. Use a sharp rod for a goad (4)

CROSSING THE LINE

During January, Captain J. A. Roberts wrote from "Baron Ardrossan" to inform us that on the 14th of that month the ship was honoured by a visit from King Neptune and his Court.

His Majesty was welcomed aboard by Captain Roberts, who escorted him to his throne, situated close by the swimming-pool. It happened that seven people on board were crossing the Line for the first time and each, in turn, was presented at Court. Unknown to the 'debutantes', a note had been kept up to that period of the voyage of their individual 'crimes' and each was duly charged with same. However, Captain Roberts does add that King Neptune dispensed justice in a benevolent, if messy, manner and all seven in the 'dock' took their punishment in the right spirit.

Captain Roberts concludes by saying that the ceremony was enjoyed by all on board - even the Chief and Second Engineers 'sneaking up on deck from their labours below' to view the proceedings - and extending thanks to Radio Officer J. MacIntyre for all his work in organising the event - from making the certificates to the costumes of those taking part.

Readers will recall from the last TRIAD (Page 19) that Mrs. Sue Clarke, wife of Mr. N. Clarke, Second Officer, was on the ship and she was one of the seven who had not crossed the Equator before. She has been good enough to give us the following account of the Ceremony:

"On the chart it's just another line marked 0 degrees - not even the word 'Equator' appears to distinguish it from all the rest. But this innocent division around the globe has for centuries involved men of the sea in interesting, original and occasionally horrific rituals.

"We 'youngsters' of the sea had been filled with blood-curdling tales of what a 'crossing-the-line' ceremony would involve. The 'rest', in a superior sort of way, gloated over how they would ridicule us and they certainly got their laughs on the day.

"Involved preparations went on weeks before, the team being led by an artistic and well organised Sparky who fanatically designed costumes, certificates and generally directed operations (except the ones directed by Dr. Quack, that is!)

"Sunday was the appointed day, and the afternoon the appointed time, and we were warned by a hoot of the ship's whistle that the Captain was welcoming King Neptune and his Cortege aboard; they, supposedly, having risen from the depths and climbed on board over the bows. First, came the King and his Queen, Aphrodite, a part manfully played by our Senior Cadet, complete with two balloons strategically placed and a pair of suggestive black stockings (which were a great improvement on his knees!).

"The King's flowing beard of cotton waste was initially effective, but as the rain came it gradually got longer and longer. Next, came the more gruesome characters - all in bloodstained aprons. The barber, Sweeney Todd no less, Dr. Quack carrying a bottle of revolting-looking medicine which had been 'dispensed' in the galley, the painter 'at/^{the}ready' with buckets of paste, grease and various other foul-smelling mixtures, and Sparks as the Clerk of the Court and carrying scrolls of ominous charges against us defenceless prisoners.

"We were tried, one by one, but the punishments were a foregone conclusion. There were seven of us in all and we three females were lucky to be dealt with first as the punishments became progressively more severe and the pool very much dirtier as the proceedings progressed.

"We afforded the spectators some entertainment as we received medicine, eggs and a coating of everything else before being thrown into the swimming-pool. However, the frightening make-up and serious looks of the actors proved too much for our youngest member, aged seven, who wisely beat a hasty retreat before receiving any punishment.

"The 'lads' who followed after us treated the crowd to spectacular acts of barbarism (and that is no cutting remark) when Sweeney Todd reduced their flowing locks to a mass of bald patches. They were then anointed with a complete selection of the painter's concoctions - a colourful performance.

"As expected, the proceedings ended in a very messy 'free-for-all', which Lecky started by sneaking up to the next deck and emptying a bucketful of engine-room muck on all below.

However, in the end King Neptune granted us our well-earned certificates and I, for one, do not intend losing mine, thereby risking being subjected to another ceremony of 'crossing the line'.



Let action commence!



All systems 'GO'!

In the last number of TRIAD, on page 32, appeared the Christmas, 1972, Menu of M.V. "CAPE FRANKLIN". Now, on this page, is the Breakfast Menu of another ship - and another age. In fact, over sixty years separate them and the ship needs no introduction.

With the Menu is the Log Abstract of the "Lusitania's" eastbound crossing on that occasion, the Menu being for the last day of the voyage. She was, of course, lost less than three years later.



CUNARD LINE

R. M. S. "LUSITANIA"

MONDAY, JULY 22nd, 1912.

: : BREAKFAST : :

Apples	Oranges	Grape Fruit	Stewed Prunes
<hr/>			
	Quaker Oats		
Force	Hominy with Cream	Grape Nuts	
Ricemilk		Horlick's Malted Milk	
<hr/>			
HOT.			
Broiled Spanish Mackerel		Fried Butterfish	
<hr/>			
Findon Haddock			
<hr/>			
Eggs	Boiled, Fried, Turned and Scrambled to order		
Œufs sur le Plat to order	Omelettes (various) to order		
Minced Turkey with Poached Eggs			
Curried Eggs			
Broiled Cumberland Ham	Broiled Wiltshire Bacon		
Cerealine Cakes—Maple Syrup			
Banana Fritters	Baked Apples		
TO ORDER FROM GRILL—15 Minutes.			
Sirloin Steak	Lamb's Kidneys	Mutton Chops	
Dressed Chicken's Legs			
Fried, and Mashed Potatoes			
<hr/>			
COLD.			
Pressed Beef	York Ham	Rolled Ox Tongue	
Boiled Capon			
Radishes			
<hr/>			
White and Graham Rolls	Vienna Bread	Scotch Scones	
Wholemeal Bread			
Oatcakes	Corn Bread	Buckwheat Cakes	
Marmalade	Preserves	Honey	
<hr/>			
Ceylon, China, and Blended Teas	Coffee	Cocoa	

Abstract of Log of the R. M. S. 'LUSITANIA,'

Commander J. T. W. Charles, C.B., R.D., R.N.R.

NEW YORK TO LIVERPOOL via FISHGUARD.

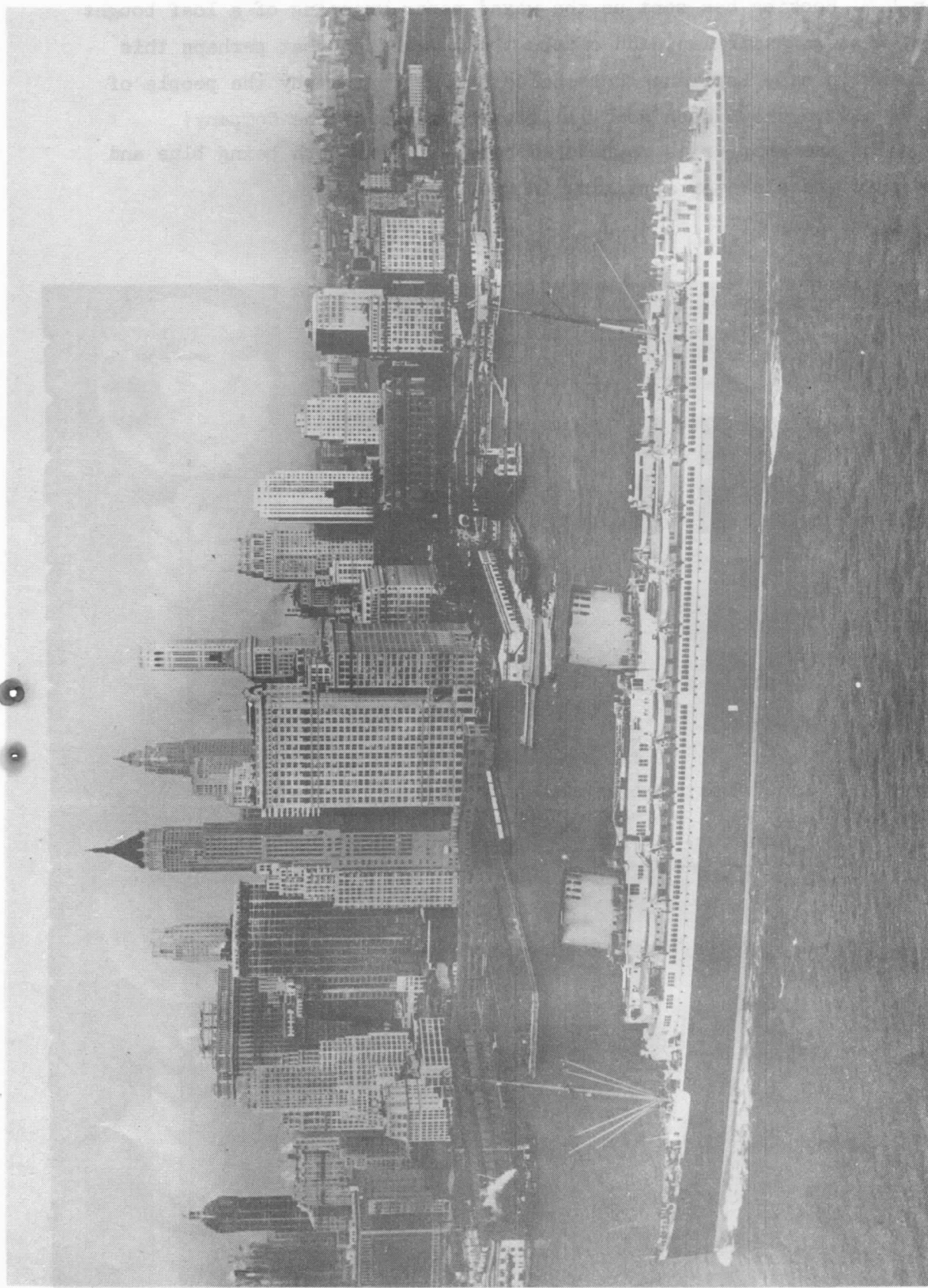
Date, 1912.	Distance.	Latitude.	Longitude.	Winds.
Tuesday, July 16		Ambrose Ch.	L'ship abeam	6-54 p.m.
Wednesday, ,, 17	368	40°19' N	65°49' W	S.E'ly to N'ly
Thursday, ,, 18	532	40°44' ,,	54°09' ,,	Variable to S.E'ly
Friday, ,, 19	525	42°51' ,,	43°16' ,,	S.E'ly
Saturday, ,, 20	565	47°18' ,,	31°30' ,,	S.E'ly to N'ly
Sunday, ,, 21	580	50°25' ,,	17°33' ,,	N.W. to N'ly
Monday, ,, 22	362	to Daunt's	Rock L'ship	4 14 a.m. Daunt's Rock L't abeam
From Ambrose Ch. L'ship				3-49 a.m. (I.T.)
to Daunt's Rock L'ship	2932			
	125	Daunt's Rock	to Fishguard	
	148	Fishguard to	Liverpool	AVERAGE SPEED 23.58.

PASSAGE :

Ambrose Channel Lightship to Daunt's Rock Lightship :--5 Days, 4 Hours, 20 Minutes.

ALL PASSENGER STEAMERS OF THE CUNARD LINE ARE FITTED WITH MARCONI'S SYSTEM OF WIRELESS TELEGRAPHY

THE "LUSITANIA" AND "MAURETANIA" HOLD ALL EASTWARD AND WESTWARD RECORDS FOR HIGHEST DAILY RUNS FASTEST PASSAGES, SHORTEST PASSAGES, AND HIGHEST SPEED.

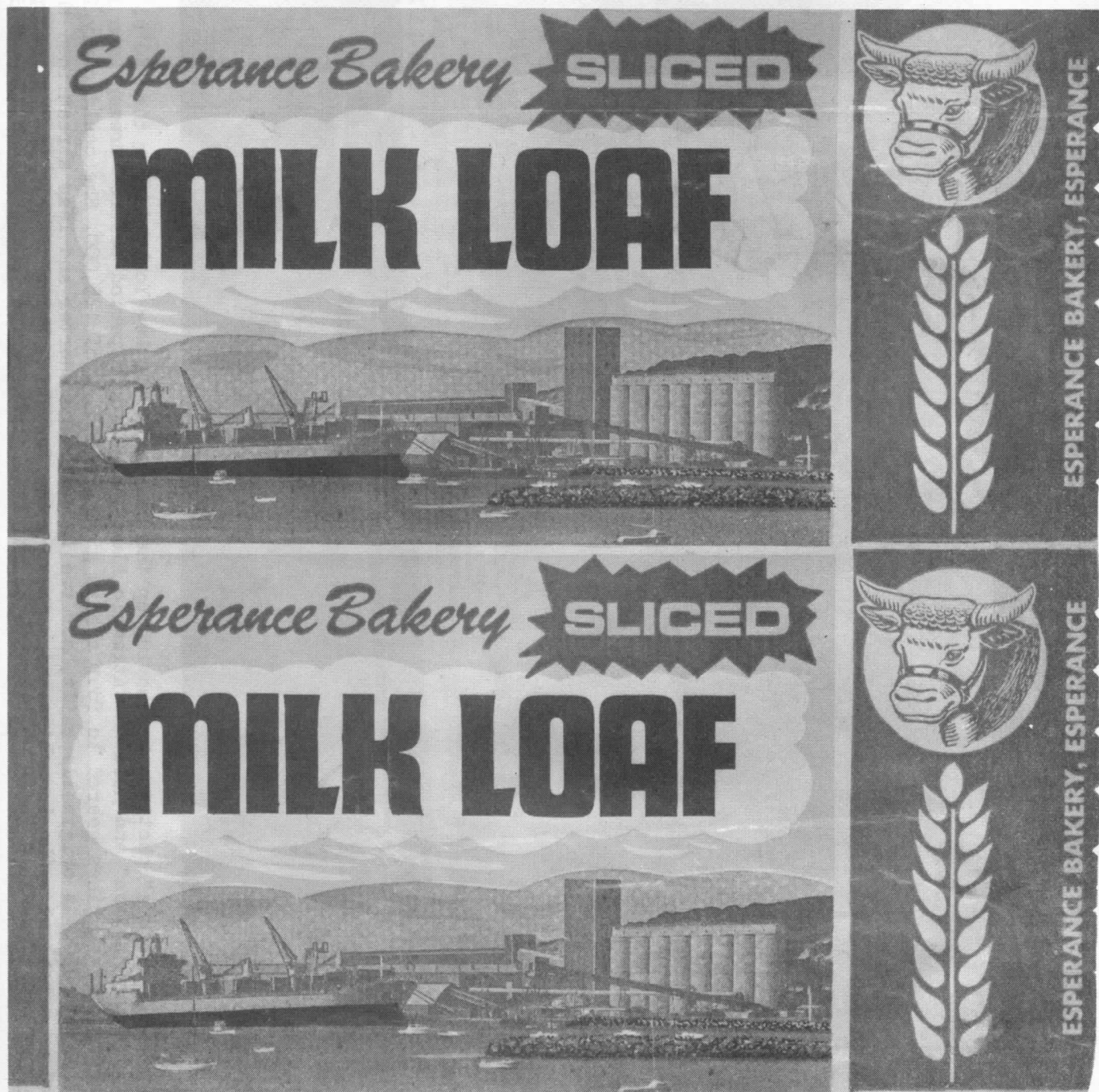


quadruple screw liner "Europa" photographed moving up the Hudson River, New York, during the '30's. Owned by Norddeutscher Lloyd, Hamburg, she was the sister-ship of the "Bremen" and held the Atlantic Blue Riband for a period before "Bremen" won it from her. She was 49,800 G.R.T., 20,300 T. and had twelve steam turbines geared to four shafts giving a S.H.P. of 125,000. She could carry 2,160 passengers, had a crew of 960, and was built by Blohm & Voss in 1930. As originally built, her two funnels were shorter and less streamlined than those of her sister and between the funnels was carried an aeroplane - the launching and pick-up crane for which being visible in the accompanying photograph. During the Second World War she was taken over by the United States and later transferred to the French flag, being renamed "La Liberte".

Over the years, pictures of the ships in the fleet have appeared in a variety of guises and situations but it is probably fairly safe to claim that on no previous occasion has a picture of one of them (or in this case one of a class as the actual ship is not identified) appeared on a bread wrapper!

Captain L.M. Hocking has sent us the waxed paper wrapping of a loaf bought in Esperance, Western Australia, and offers the suggestion that perhaps this free advertising in many Esperance households is one reason why the people of that city have always shown such goodwill towards ships of the Company!

A portion of the wrapper is reproduced here - the colours being blue and red with the ship and elevator appearing in grey.



Recently a brief news item in the Glasgow Herald under a heading similar to the one above reported that a Member of Parliament's family had had an alarming experience in Windsor Safari Park when, as the article put it, a 'herd of baboons ate the windscreen washers, sidelights and part of the rear number-plate of their car' whilst his wife and two children sat, helpless, inside. The M.P., Mr. Neil Kinnock, Member for Bedwellty, is so concerned about this incident that he has raised the matter in Parliament, asking the Secretary of State for the Environment what compensation procedures are available in cases where cars are eaten by wild animals in safari parks.

The Editor can testify to the alarm - and frustration - felt by occupants of cars who venture into a safari park, admittedly voluntarily and in the full knowledge that one enters these places at one's own risk. Although the writer's car apparently proved less appetising than that belonging to the M.P., the experience recounted below was, nevertheless, a sobering one.

It happened last summer when a visit was paid to Longleat, the Marquis of Bath's estate in Wiltshire, which boasts a large and very well maintained safari park. With anxious doubts of what might happen, but prodded on by younger members of the family, we entered the gates of the park with vague fears of being eaten by a pride of lions or sat upon by a herd of elephants and at the same time experiencing that painful thrill of the fear of the unknown. Although not providing a meal for the lions or a seat for some elephants, we did nevertheless become the unwelcome recipients of an excessive amount of interest shown by a large, aggressive rhinoceros which, like a bull and a red rag, became agitated when confronted by a red car. Only the timely intervention of the Great White Chief (or White Ranger or whatever he is called) with his tractor prevented what might otherwise have been a dented or upturned car, and certainly some upset occupants.



Getting ready to charge

After this encounter and with as much ruffled dignity as we could muster, we scuttled into the next enclosure and it was here that our confrontation with Mother Nature became acute. Again, perhaps, it was the colour of red, plus the attraction of a roof-rack which to some may look like a trapeze, but with squeals and grunts of sheer joy we became the unwelcoming target of a herd, pack, gaggle or what-you-will of baboons - large, small, fat and not-so-fat. The car swayed as they swung playfully up and down the roof-rack and then, it happened, The Crunch! A particularly large and unsavoury baboon leapt from the roof to the bonnet, turned, and glowered malevolently at us through the windscreen. An apprehensive hush fell over the interior of the car as the miserable brute spotted the driver's windscreen washer nozzle and put his face down to it to carry out a close examination with myopic eyes. Here, it must be admitted, is where the writer perhaps made a tactical blunder, but the temptation really was too great. The windscreen washer button was pressed and a powerful jet of water

from the nozzle caught our friend full in the face! Unlike many of his kind, and unlike his cousins inside the car who thought the incident hilarious, this miserable anthropoid lacked a sense of humour as it soon became apparent that the facial bath had infuriated him. In a twinkling, he bared his yellow fangs, sank them into the nozzle and, with a deft twist of the head, winkled it out and ate it! Not satisfied by this piece of barefaced revenge, he jumped to the passenger side and without more ado, pulled that nozzle like an unprotesting whelk from its resting place and ate it too! The car was left with two holes in its bonnet and, I hope, the baboon with a sore tummy. Surely a diet of rubber and metal cannot be good for anyone.



Those were good, where
can I find some more?

The story does not quite end there, for endeavouring to obtain replacement nozzles for an Opel Rekord in the farthest fastnesses of Wiltshire is not easy. Eventually, forsaking Wiltshire for points west, a Cook's Tour of Bristol led us to a garage stocking the desired parts and not a little offence was felt when the up-to-then helpful assistant perceptibly moved to the rear of the shop as it was explained to him the originals had been eaten - by a monkey!

On the question of compensation, raised in Parliament by Mr. Kinnock, should the Secretary of State for the Environment read this I hope he will take due note of the fact that the two new nozzles cost me 90 pence!

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

HOT LINE

Last February one of the best known names in mustard, J. and J. Colman, celebrated their 150th anniversary. But the taste of mustard itself goes back far beyond 1823. Pythagoras (582 to 500 B.C.) refers to mustard as a medicinal product, and Hippocrates (born in 460 B.C.) used it extensively as a medicine.

Originally, mustard came from Egypt, but it was introduced into Europe at a very remote period in history. It took a woman, however, to realise the commercial potential of mustard. She was a Mrs. Clements, of Durham, and in 1720 she hit on the notion of grinding up mustard seed in the same way as wheat was ground: she then made it up according to a secret recipe which she never revealed and sold it all over the country (George I being one of her enthusiastic customers).

The Victorians were great believers in mustard, not just for eating with roast beef, but also as an internal treatment for colds in the form of baths and poultices. No doubt effective, but pretty drastic!

Nowadays, mustard comes in many made-up forms (in jars, tubes, little plastic containers on aircraft meal trays) but always strictly for eating.



Electrician Hugh Buchanan, of Bearsden, and his bride, Miss Georgina Thomson, of Glasgow, who were married in February in St. James' Parish Church, Pollok, Glasgow. The reception was held in the Bellahouston Hotel, Glasgow.

Photograph by courtesy of the
Milngavie & Bearsden Herald.

m.v. "Baron Forbes".

The Editor, TRIAD.

Dear Sir,

During the passage from Panama to Vancouver there has been curious happenings on this vessel. Most of the Officers were being awakened in the night by the noise of running feet in the alleyways and hasty slamming of doors. Various theories on this were discussed, like ghosts and poltergeists, but then a poster appeared on the notice board announcing a Prune Eating Contest, a copy of which is enclosed. This answered the questions of the nocturnal noises, for the elimination rounds of the contest were under way.

During the following week the three contestants, under the supervision of their trainers, went through vigorous bouts of training - with various tips from their supporters.

At last, the Grand Day arrived and preparations were made, the St. Andrews and Australian flags were hung in the smokeroom and the Cook was stewing up vast quantities of prunes.

I interviewed the three contestants before the start and the following comments were made: from the Glasgow Gnasher, who was once a speedway rider, 'I have been unseated many times, but not be a prune!' and the Aussie Champion commented, 'Wichitty Grubs slip down easier but prunes are sweeter!'. From the Inverness Incinerator came the trite remark, 'I would prefer a porridge or haggis competition!'

The contestants were now seated, spoon in hand, emergency buckets at the ready and a large plate of prunes 'n' custard before them. At the word 'Go' they were all off to a fine start, three prunes at a time. After the first plate, the Aussie Champion started to lag and look slightly pale, for the pace set by the two Scots really was tremendous.

The contest had now been going for fifteen minutes and the large pan of prunes was fast becoming empty, so the Cook was placed on standby for another batch. By now the supporters were beginning to get out of hand - it began to look a bit like a Rangers-Celtic match - for the tension was building up.

At this moment the Glasgow Gnasher gave a funny look and dropped his spoon, unable to eat any more. The Incinerator was still going strong and the Aussie was struggling.

Eventually, the final spoon and prune were thrown in and the sticky job of counting the stones had to be done. The Inverness Incinerator was declared the winner with a count of 135, and he was duly 'crowned' with a nice new toilet seat placed round his neck. The Glasgow Gnasher was second with 101 and the Aussie Champion third with a small count - 57! Each was presented with a toilet roll and all three were accorded a standing ovation from the spectators.

Yours truly,

Prudence Ann Valor.

P.S. The evening menu that day was as follows:

Green Pea Soup
 Chili Con-Carne.
 Sausage Rolls with Onion Sauce
 Creamed Potatoes and Mixed Veg.
 Cold Meat and Salad
Ice Cream.

M.V. "BARON FORBES"

2ND DECEMBER 1972

GRAND PRUNE EATING COMPETITION FINALISTS

FROM THE NORTH OF SCOTLAND

J.F. DOBSON (THE INVERNESS INCINERATOR)
———"——"

FROM THE SOUTH OF SCOTLAND

N. RAMSAY (THE GLASGOW GNASHER)
———"——"

FROM PERTH AUSTRALIA

G.S. COPLEY (THE WICHITTY GRUB EATER)
———"——"

RULES

1. EACH CONTESTANT MUST COMPLETE THE EVENING MENU.
2. ANY PRUNE EATEN NOT CONTAINING A STONE WILL NOT BE COUNTED.
3. ANY DISGORGING DURING THE COMPETITION THE CONTESTANT MUST START FROM SCRATCH.
4. CUSTARD MAY BE TAKEN WITH THE PRUNES.
5. ALL PRUNES TO BE B.O.T. APPROVED.
6. AUSSIE RULES DO NOT APPLY.
7. ANY CONTESTANT LEAVING THE TABLE FOR NATURAL FUNCTIONS IS AUTOMATICALLY DISQUALIFIED.

SEASTAFF TWELVE

An Office Viewpoint : Seastaff Twelve took place during the week commencing Monday, 30th April, 1973 and in attendance were Captain S.J. Readmen; Chief Officer J.H. Jenkinson; Second Officers M.W. Smith and N.G. Clarke; Deck Cadet B.R. Sharp; Radio Officer M.W. Thomas; Second Engineer A. Warren; Third Engineer R.B. Smillie; Fourth Engineer J.K. Kelly and Electrician A. Priddy.

It had previously been recommended that all participants should stay in the one hotel and so this was arranged - even the three local men stayed there during the week.

The Course was deemed extremely successful, both by the Office Staff and the Sea Staff, even although Bob Smillie let in four goals in a soccer match on the Thursday evening. However, this lapse of duty was put right by Bruce Sharp scoring our only goal!

The Company fully intends maintaining these courses as often as possible, but it would seem that the next course will not take place until August or September because of office staff holidays, the re-engining programme, a considerable number of anticipated crew changes and other varied reasons. The spirit in which personnel have entered these courses has endorsed our faith in our policy of adopting the personal approach and we therefore look forward to the next course in continuance of our programme.



Cadet B.R. Sharp and Captain S.J. Readman

Ch. Off. J.H. Jenkinson and Elec. A. Priddy



The members of Seastaff Twelve were of the opinion that readers of TRIAD had "read it all before" and so the following short report has been prepared with the hope that the message of success would be clearly understood.

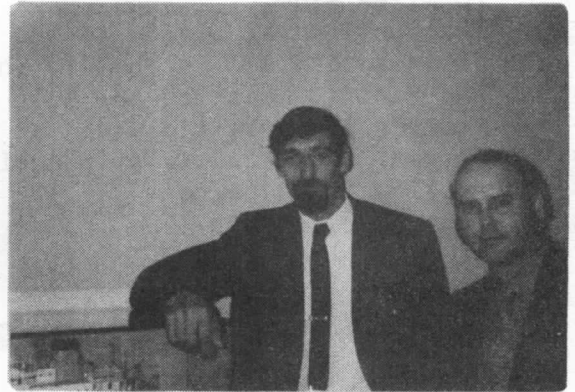
Friday, 4th May, concluded another successful Saestaff - this was the twelfth one to be held since it was inaugurated.

Seastaff Twelve also coincided with S.S.M.'s. 5th birthday and a cake, served by two attractive waitresses, was much appreciated by the participants, who take this opportunity of wishing S.S.M. many more successful years. All agreed that the Course had been most beneficial and instructive to all concerned. There were several recommendations, one being that at future meetings P.O's. should be included.



2nd Off. N.G. Clarke and 2nd Off. M.W. Smith

3rd Eng. R.B. Smillie and 2nd Eng. A. Warren



4th Eng. J.K. Kelly and Rad. Off. M.W. Thomas

QUIZ ANSWERS

1. Mercury, Venus, Earth, Mars, Asteroid Belt, Jupiter, Saturn, Uranus, Neptune, Pluto.
2. The Sea Elephant, or Elephant Seal. A large male can reach 18-20 feet in length and may weigh over 5,000 lbs.
3. The word comes from the Greek and means 'high city', or the top part of a town.
4. The figure of Christ the Redeemer, which stands on the summit of Corcovado Hill, Rio de Janeiro. It has a height of $98\frac{1}{2}$ feet and weighs over 1,000 tons. It was built between 1926 and 1930.
5. The Niagara Falls are on the Niagara River, flowing between Lakes Erie and Ontario, on the U.S./Canadian border.
6. A star that emits no light. Such stars were discovered by the use of radio-telescopes, such as that at Jodrell Bank, and can only be detected by their radio emissions.
7. It has the ability to absorb some of the sunlight striking the plant and the energy of this absorbed light is used by the plant to promote a combination of carbon dioxide with water to form sugar and oxygen - a process called photosynthesis.
8. Town, or City, Hall.
9. They are sufferers of colour blindness. The term is used particularly when a person can only differentiate between two of the three primary colours.
10. He was a Quaker.
11. The Psalms.
12. Lady Godiva.
13. A Mahout.
14. Jurassic Limestone.
15. Because of the large number of Buddhist priests to be seen in their yellow, or saffron, robes.
16. The Kariba Dam. It is situated below the Victoria Falls, is 420 feet high and 1,900 feet long. It has resulted in a man-made lake 175 miles long and 20 miles wide.
17. The Continental Divide is the ridge of the summits of the Rocky Mountains. It is a 'divide' in that to the west of the ridge all streams flow west to the Pacific Ocean or the Gulf of California and to the east they all flow towards the Atlantic Ocean or the Gulf of Mexico.
18. Oxygen. Red lead is triplumbic tetroxide, $Pb_3 O_4$.
19. William Shakespeare.
20. Henry Ford.

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

CROSSWORD SOLUTIONAcross.

1. Spades.
4. Reader.
9. Opera.
10. Answers.
11. Exacting.
12. Amps.
14. Penultimate.
19. Rice.
21. Sentence.
24. Undergo.
25. Evict.
26. Deride.
27. Stoned.

Down.

1. Shovel
2. Average.
3. Exalt.
5. Ease.
6. Dream.
7. Resist.
10. Cannot get on.
13. Am.
15. Up.
16. Tension.
17. Ground.
18. Rented.
20. Cider.
22. Trent.
23. Prod.

"TEMPLE INN" is due at Kawasaki on the 1st June to commence discharge of a pig iron cargo loaded at Port Kembla. Her second discharging port is Kure. From Japan she will sail for Nauru and there load phosphate for Eastern Australia, indicated Portland, Victoria.

"CAPE LEEUWIN" sailed from Lumut on the 29th May and calls at Singapore for bunkers. From Singapore she sails for Christmas Island, where she is due 2/3rd June, to load phosphate for Eastern Australia, indicated Brisbane and Port Kembla. On completion of the phosphate she moves to Port Pirie to load a part-cargo of zinc concentrates and then proceeds to Risdon, Tasmania, to lift a parcel of zinc metal blocks, both destined for Avonmouth.

"BARON MACLAY" left Groote Island on the 6th May with manganese ore for Porsgrunn and called at Cape Town on 26th May. She is due at her discharging port on or about the 14th June. From there she sails for Pointe Noire to load manganese ore for Japan.

"CAPE NELSON" is expected to discharge a Narvik iron ore cargo at Middlesbrough, where she arrived on the 29th May and is expected to complete on the 5th June.

"CAPE RACE" sailed from Amsterdam on the 16th May after completing fire damage repairs and after loading bauxite at Linden and Chaguaramus sails for Port Alfred to discharge. She continues on Time Charter.

"BARON RENFREW" completed discharge at Avonmouth on the 24th May and then shifted to Amsterdam, where she arrived on the 26th May, to commence re-engining.

"CAPE SABLE" arrived Pointe Noire on the 30th May to load manganese ore for discharge in Japan. She will replenish bunker fuel at Cape Town en route.

"BARON WEMYSS" is on Time Charter to Canadian Transport and sailed from Crofton, B.C. for Sydney, N.S.W., where she arrived on 30th May, to commence discharge of lumber and lumber products. Her other discharging ports are Brisbane, Melbourne and Adelaide.

On completion of the lumber she will load pig-iron at either Port Kembla or Kwinana for Japan and on completion of that cargo will ballast across to Vancouver, B.C. to load sulphur or potash for Portland, Victoria.

"CAPE WRATH" is due at Adelaide on the 7th June with phosphate loaded at Nauru and Ocean Island. On completion of discharge, she will load wheat at Geelong and Sydney, N.S.W. for Lumut, Malaysia, and on completion there will move south to Christmas Island, via Singapore for bunkers, to load phosphate for Eastern Australia.

"CAPE YORK" sailed from Albany, Western Australia, on the 31st May and is proceeding, via Fremantle for bunkers, to Shark Bay to load salt for Japan, indicated New Toyama and Naoetsu. From Japan she will ballast to Vancouver, B.C. to load potash for Lyttleton, New Plymouth and Nelson, New Zealand.

Captain L.M. Hocking, in command of "Baron Forbes", wrote to us on 28th March as follows :

"I wish to report that on this present voyage the vessel loaded completely at Ocean Island. This is the first time that a vessel of this size has achieved this and it is the largest cargo shipped during the Island's period of operation.

"The British Phosphate Commissioners requested whether this loading was feasible and therefore Mr. Affleck, Chief Officer, and myself calculated the possibility of this request. The main problems were keeping the vessel in a seaworthy trim at all times, hogging and sagging factors, and to minimise shifting ship, especially near completion, to avoid undue strain on the moorings. After considerable calculations, a loading programme was achieved and this was sent to the Harbour Master, who agreed with it.

"The vessel loaded 10,200 tons of phosphate the first day with one shift and then drifted off during the night. On the second day No. 1 and No. 4 holds were completed and then the vessel was shifted to load three and six, which were used to give the final trim. During the loading, a constant check was kept on the drafts and a large safety margin allowed for trim purposes.

FLEET NEWS (con'd.)

"This operation went very smoothly and it is quite possible that this may be required from other vessels of the fleet in the future.

"I trust you will find this detailed enough and will be glad to hear of another small 'first' for S.S.M."

Of Grabs and Cranes

On the eight- and ten-ton hydraulic cranes the changeover to electro-hydraulic grabs is now nearing completion. The fitting of the Peiner Grab is being accompanied by an overhaul of the eight-ton cranes, coupled with the fitting of a new type of luffing and hoist motor and more efficient coolers and filters. Modifications to ensure that the flow of cooling water can be easily adjusted to each crane are also under discussion. In addition, modifications to the cooling water supply pipe layout are being investigated to prevent any possibility of water or condensation leaking on to the slip rings.

It is hoped that this work, and other modifications now on the drawing-board, will remove most of the problems previously experienced and that the maintenance load of these cranes will be reduced substantially. However, it is necessary to point out that thorough and efficient greasing will still be essential and that great care must be taken to ensure that all routine maintenance is up to date. The fact that all grabs on one vessel recently seized up due to neglect caused the owner to lose a great deal - both in revenue and in prestige. A series of crane failures at the end of a good voyage, put in golfing terms, are equivalent to taking six putts on the green after having made the green in one. The total number of strokes is still seven!

It must be said at this point that very satisfactory results have been achieved in some vessels and this indicates a high level of maintenance and quick analysis and rectification of any faults. "Temple Inn" topped the chart for 1972 by handling a total cargo of 67,483 tons with only half an hour stoppage on cranes and no stoppage on grabs. "Cape Hawke" and "Cape Grafton" are both close runners-up for top place.

One reason why modifications can now be introduced with a fair certainty of success is due to good feedback of information from sea. Detailed reports of crane failures with, if possible, photographs of damage are of the greatest help in persuading manufacturers that there is need for a change. A detailed report from sea is the only hard feedback that a manufacturer gets and it is to this type of message that he is most inclined to listen.

Finally, it is worth emphasising once again that the efficiency and speed of handling cargo is one of the best advertisements for our ships and one way in which we can demonstrate our capability in this highly competitive field of bulk transport.

P.S.

Page 15. : Apologies for the fact that, due to a printer's error, in the upper photograph the "Great Britain" is seen lying on her starboard side!

The Editor offers readers his apologies for this Spring number being somewhat late. This is due to pressure of work.

M.V. "BARON CAWDOR"M.V. "CAPE CLEAR"

Master	F. Dalby
1st Mate	B. Bedworth
2nd Mate	J. McLaren
3rd Mate	J. Paget
Radio Officer	F. McNulty
Ch. Engineer	R. Towns.
2nd Engineer	G. Carter
3rd Engineer	R. Dempster
4th Engineer	D. Patterson
4th Engineer	E. Clark
Jun. Engineer	R. Cassells
Electrician	W. Lothian
Catering Officer	R. Diamond
2nd Steward	V. Bettis
Assist. Steward	N. Gardner
Ch. Cook	D. Taylor
Bosun	T. Meech
Nav. Cadet	P. Brennan
Nav. Cadet	D. Smith

Master	C. Strachan
1st Mate	N. Battersby
2nd Mate	C. Rowland
3rd Mate	D. Fenton
Radio Officer	L. Gordon
Ch. Engineer	T. McGhee
2nd Engineer	J. Patton
3rd Engineer	R. McCaig
4th Engineer	C. Graves
4th Engineer	H. Troger
Jun. Engineer	S. Davies
Electrician	C. Routledge
Catering Officer	W. Gilmartin
Ch. Cook	A. Patterson
2nd Cook & Baker	E. Crosby
Bosun	E. Jama

M.V. "BARON DUNMORE"M.V. "BARON FORBES"

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 Engineer	G. Stevenson
4th Engineer	R. Wilson
4th Engineer	W. Muirhead
Jun. Engineer	B. Dunstan
Electrician	G. Andrews
Catering Officer	A. Sisi
2nd Steward	A. McCloskey
Assist. Steward	D. Meharry.
Ch. Cook	R. McEwen
2nd Cook & Baker	M. Treanor
Bosun	A. Hassan
Nav. Cadet	D. Bramham
Nav. Cadet	I. Naughton-Rumbo

Master	L. Hocking
1st Mate	D. Affleck
2nd Mate	G. Copley
3rd Mate	J. MacDonald
Radio Officer	J. Thomson
Ch. Engineer	N. Ogilvie
2nd Engineer	J. Doyle
3rd Engineer	A. Buchanan
4th Engineer	R. Jeffrey
4th Engineer	N. Ramsay
Electrician	G. Leitch
Ch. Steward	A. Randle
Ch. Cook	G. Waters
E.R.S.	M. Hussein Hersi
Nav. Cadet	C. Groundwater

M.V. "CAPE FRANKLIN"M.V. "CAPE HOWE"

Master	G. Downie
1st Mate	E. Williams
2nd Mate	L. Gilhooly
3rd Mate	I. Waters
Radio Officer	R. Faulds
Ch. Engineer	J. Crosby
2nd Engineer	D. Anderson
3rd Engineer	R. Porteous
4th Engineer	L. Hughes
Jun. Engineer	K. Kyriacou
Jun. Engineer	W. Martin
Jun. Engineer	J. McCulloch
Electrician	G. Bridge
Catering Officer	W. Hall-Fletcher
Ch. Cook	T. Taylor
Bosun	A. Hughes
Carpenter	E. Hietalia
Nav. Cadet	N. Smith
Nav. Cadet	D. Hiddelston

Master	D. Gordon
1st Mate	J. Brown
2nd Mate	K. Maktari
3rd Mate	H. Hanna
Radio Officer	P. Murray
Ch. Engineer	E. Kellie
2nd Engineer	A. Millar
3rd Engineer	J. Radcliffe
4th Engineer	A. Cross
Jun. Engineer	E. Holdsworth
Jun. Engineer	R. Hussein
Jun. Engineer	P. Stephenson
Electrician	W. Whyte
Catering Officer	I. McDonald
2nd Steward	E. Kelly
Assist. Steward	J. O'Leary
Ch. Cook	C. Cheetham
2nd Cook & Baker	C. McDade
Bosun	G. Williams
Carpenter	G. Durie
Nav. Cadet	B. Sharp
Eng. Cadet	A. Marrs

M.V. "CAPE NELSON"

Master	J. Jennings
1st Mate	T. Quirk
2nd Mate	P. Flynn
3rd Mate	B. Mylchreest
Radio Officer	L. Cameron
Ch. Engineer	K. Malhotra
2nd Engineer	J. Riddle
3rd Engineer	D. Robertson
4th Engineer	E. Moffat
Jun. Engineer	G. McCrea
Jun. Engineer	G. Brand
Jun. Engineer	D. Thompson
Electrician	A. Fanning
Catering Officer	J. Blair
2nd Steward	G. Lyons
Ch. Cook	D. Hardie
2nd Cook & Baker	T. Meharry
Bosun	V. Hume
Carpenter	A. Cox

M.V. "CAPE WRATH"

Master	A. McLeod
1st Mate	G. Cullen
2nd Mate	A. Lanfear
3rd Mate	A. Henderson
Radio Officer	A. MacKinnon
Ch. Engineer	A. Metcalf
2nd Engineer	G. Law
3rd Engineer	J. Walker
4th Engineer	W. Green
Jun. Engineer	D. Gamble
Electrician	J. Glen
Catering Officer	W. Mitchell
Assist. Steward	A. MacPhail
Ch. Cook	W. Harries
Bosun	D. McGuire

M.V. "TEMPLE ARCH"

Master	A. Davie
1st Mate	J. McKellar
2nd Mate	R. Matthews
3rd Mate	A. Logan
Radio Officer	D. Poole
Ch. Engineer	J. Gilmartin
2nd Engineer	J. Weir
3rd Engineer	J. Walkden
4th Engineer	C. Greig
4th Engineer	W. MacDonald
Electrician	E. MacLeod
Catering Officer	J. Clancy
G.P. Steward	P. Taylor
G.P. Cook	N. Nagi
G.P. Cat. Boy	P. Pitt
G.P. Cat. Boy	D. Burgess
G.P.1	J. Munro
G.P.1	P. Lynaugh
G.P.1	A. Patrick
G.P.1	A. Clark
G.P.1	J. Webster
G.P.1	P. McErlean
G.P.1	C. Thomas
G.P.3	B. MacKinnon
G.P.3	M. Hulbert
P.O.	D. Robb

M.V. "CAPE SABLE"

Master	M. Turton
1st Mate	A. Maxwell
2nd Mate	R. Mullen
3rd Mate	E. Henderson
Radio Officer	D. Gudgeon
Ch. Engineer	F. Hardacre
2nd Engineer	W. Hughes
3rd Engineer	J. Dillon
3rd Engineer	D. Tweed
4th Engineer	W. La Vas
Jun. Engineer	J. Leckie
Electrician	J. Gallacher
Catering Officer	P. Coles
Ch. Cook	E. Niebel
Bosun	M. Horreh
Nav. Cadet	T. Sloan

M.V. "CAPE YORK"

Master	T. Baker
1st Mate	T. Upson
2nd Mate	J. Johnston
3rd Mate	R. Kincaid
Radio Officer	D. Wilson
Ch. Engineer	T. Chapman
2nd Engineer	H. Ostermann
3rd Engineer	J. Campbell
4th Engineer	S. Haynes
4th Engineer	J. Roberts
Jun. Engineer	H. Hay
Electrician	A. Smith
Ch. Steward	F. Degoe
Ch. Cook	I. Gibson
Nav. Cadet	R. MacLeod
Eng. Cadet	J. Lucas

M.V. "BARON RENFREW"

Master	B. Lawson
1st Mate	W. Fleming
2nd Mate	J. Houston
3rd Mate	A. Nunn
Radio Officer	C. Adamson
Ch. Engineer	W. White
2nd Engineer	T. Campbell
3rd Engineer	J. Mathews
4th Engineer	H. Miller
Electrician	A. Dowsett
Catering Officer	J. Campbell
G.P. Steward	W. Ross
G.P. Cook	W. Mitchell
G.P. Cat. Boy	S. Derrett
G.P. Cat. Boy	M. Webber
C.P.O.	C. Skelton
G.P.1	J. Somers-Harris
G.P.1	P. Wardale
G.P.1	M. Denford
G.P.1	W. Maxwell
G.P.1	T. Sutton
G.P.1	T. McChenye
G.P.2	T. MacKay
G.P.3	C. Finch
P.O.	R. Gibson
Eng. Cadet	W. Sewell

PERSONNEL Cont'd.M.V. "CAPE HORN"

Master	J. Tattersall
1st Mate	I. McLean
2nd Mate	D. Coe
3rd Mate	B. Ellis
Radio Officer	B. Breslin
Ch. Engineer	W. Wallace
2nd Engineer	R. MacFarlane
3rd Engineer	D. Livingstone
4th Engineer	G. MacPherson
Electrician	D. McLellan
Catering Officer	D. Smith
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	B. McNally
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

M.V. "BARON BELHAVEN"

Master	N. Walsh
1st Mate	G. McGregor
2nd Mate	W. Finnie
3rd Mate	C. McCurdy
Radio Officer	M. Cairney
Chief Engineer	J. Watson
2nd Engineer	D. Drummond
3rd Engineer	I. Kennedy
4th Engineer	V. Caruth
Electrician	W. Hornshaw
Catering Officer	D. Dyce
G.P. Steward	L. Williams
G.P. Cook	F. Scotland
G.P. Cat. Boy	T. Singh
G.P. Cat. Boy	G. O'Donoghoe
C.P.O.	A. King
G.P.1	C. Kitt
G.P.1	G. Adams
G.P.1	R. Straker
G.P.1	W. Best
G.P.1	W. Barker
G.P.2	P. Robinson
G.P.2	I. Hamilton
P.O.	S. Cumberbatch
Eng. Cadet	R. Healey

M.V. "CAPE RACE"

Master	G. Anderson
1st Mate	T. Walker
2nd Mate	A. Nisbet
3rd Mate	D. Fitzpatrick
Radio Officer	A. Kershaw
Ch. Engineer	D. Chalmers
2nd Engineer	J. McCreery
3rd Engineer	R. Kennedy
4th Engineer	J. Mains
Electrician	B. Martin
Cat. Officer	T. Dickson
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	L. Haynes
G.P.2	R. Bourne
G.P.2	L. Lewis
P.O.	R. Dow
Nav. Cadet	B. Andrew
Eng. Cadet	P. Gray

M.V. "TEMPLE BAR"

Master	A. Fraser
1st Mate	A. Weir
2nd Mate	H. Aitchison
3rd Mate	J. Hood
Radio Officer	R. Boatman
Chief Engineer	W. Rush
2nd Engineer	T. Harris
3rd Engineer	J. Mair
3rd Engineer	A. Morrison
3rd Engineer	C. Tyre
4th Engineer	D. Carmichael
Electrician	J. Leiper
Electrician	S. Hill
Chief Steward	J. Brown
G.P. Steward	R. Van-Mock
G.P. Cook	F. Patterson
G.P. Cat. Boy	R. Stevenson
G.P. Cat. Boy	G. Fyvie
C.P.O.	J. McFarlane
G.P.1	R. Buckland
G.P.1	W. McGuffie
G.P.1	G. Flockhart
G.P.1	M. Boddy
G.P.1	E. Fryer
G.P.1	D. MacNeil
G.P.1	W. Hudson
G.P.3	W. Urquhart
G.P.3	J. Hawkins
P.O.	C. McLeod
Eng. Cadet	G. Douglas.

PERSONNEL Cont'd.M.V. "BARON INCHCAPE"

Master	J. Jones
1st Mate	I. Taylor
1st Mate	D. Taylor
3rd Mate	R. Stevenson
Radio Officer	J. McDonagh
Chief Engineer	W. Kinnear
2nd Engineer	R. Pollock
3rd Engineer	B. Sharp
4th Engineer	H. Keenan
4th Engineer	D. Brown
Electrician	B. Hallas
Catering Officer	E. McLaughlin
G.P. Steward	B. Pickles
G.P. Cook	T. Jones
G.P. Cat. Boy	A. Rademacher
G.P. Cat. Boy	G. Kitchener
C.P.O.	J. Fenell
G.P.1	R. MacLean
G.P.1	D. Thornton
G.P.1	J. Betty
G.P.1	C. MacLachlan
G.P.1	J. MacSween
G.P.1	J. Charters
G.P.1	A. Menzies
G.P.1	D. Lees
P.O.	C. Roberts
Nav. Cadet	H. Watson
Nav. Cadet	D. Matheson

M.V. "BARON MACLAY"

Master	I. Tyrrell
1st Mate	I. Wemyss
2nd Mate	M. Roche
3rd Mate	C. Pyper
Radio Officer	D. Humble
Chief Engineer	J. McKay
2nd Engineer	R. Liddell
3rd Engineer	A. Gartside
4th Engineer	A. Phillips
Jun. Engineer	C. Milne
Electrician	H. Buchanan
Cat. Officer	E. Trotter
G.P. Steward	J. Harrison
G.P. Cook	T. Sheridan
C.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	A. Bradley
G.P.1	A. Jack
G.P.1	J. MacLean
G.P.1	F. Mundy
G.P.2	H. Hughes
P.O.	J. Hill
Eng. Cadet	R. Adcock.

M.V. "BARON WEMYSS"

Master	C. MacLean
1st Mate	M. Lafferty
2nd Mate	P. Kinhead
3rd Mate	M. Beeley
Radio Officer	D. Roche
Chief Engineer	E. Good
2nd Engineer	A. Hourston
3rd Engineer	H. MacPhail
3rd Engineer	M. Whittaker
4th Engineer	I. MacKenzie
Electrician	R. Walmsley
Catering Officer	T. Robson
G.P. Steward	J. Witten
G.P. Cook	W. Thomson
G.P. Cat. Boy	B. Dwyer
G.P. Cat. Boy	D. Pollock
C.P.O.	E. Brennan
G.P.1	J. Challis
G.P.1	J. Flockhart
G.P.1	G. McBride
G.P.1	N. MacDiarmid
G.P.1	W. Wyatt
G.P.1	T. Pownall
G.P.1	R. Metcalf
P.O.	M. Rowland
Nav. Cadet	C. Hurst
Nav. Cadet	A. Watson

M.V. "TEMPLE INN"

Master	G. Roger
1st Mate	D. Jones
2nd Mate	A. Neil
3rd Mate	C. Dowie
Radio Officer	C. Hill
Chief Engineer	R. Durbin
2nd Engineer	I. Munro
3rd Engineer	I. Barclay
4th Engineer	J. Kelly
4th Engineer	K. Farrell
Electrician	P. Wilson
Catering Officer	W. Gray
G.P. Steward	J. McGarvey
G.P. Cook	D. Royce
G.P. Cat. Boy	W. McIntyre
G.P. Cat. Boy	J. Anderson
C.P.O.	W. Harcus
G.P.1	S. Hornshaw
G.P.1	T. McKinnon
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
Eng. Cadet	I. Rennie

M.V. "CAPE HAWKE"

Master	J. Hetherington
1st Mate	D. Morris
2nd Mate	I. Herbert
3rd Mate	J. Anderson
Radio Officer	J. Donald
Chief Engineer	G. Rowe
2nd Engineer	I. Procter
3rd Engineer	H. Lloyd
3rd Engineer	E. Martin
4th Engineer	G. Ramshaw
Electrician	J. McMillan
Catering Officer	T. Joyce
G.P. Steward	M. Sanderson
G.P. Cook	D. Moore
G.P. Cat. Boy	L. James
G.P. Cat. Boy	K. Lambert
C.P.O.	D. McMahon
G.P.1	J. Craig
G.P.1	T. Williamson
G.P.1	G. Walker
G.P.1	J. McLean
G.P.1	D. Beattie
G.P.1	E. Brown
G.P.1	I. McIntyre
P.O.	D. Peterkin
Nav. Cadet	W. McKie
Nav. Cadet	N. Wilson

M.V. "CAPE GRAFTON"

Master	K. Dootson
1st Mate	P. Brooks
2nd Mate	R. Duncan
3rd Mate	P. Ritchie
Radio Officer	R. Sambrook
Chief Engineer	M. Martin
2nd Engineer	W. Adamson
3rd Engineer	P. Hopley
3rd Engineer	W. Aubrey
4th Engineer	L. Speechley
Electrician	R. McIntosh
Catering Officer	J. Steventon
G.P. Steward	D. Sinclair
G.P. Cook	J. Smith
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	M. Barrington
Nav. Cadet	A. Allan

M.V. "CAPE LEEUWIN"

Master	I. Barclay
1st Mate	M. Kelly
2nd Mate	P. Jarman
3rd Mate	I. Irvine
Radio Officer	W. Budden
Chief Engineer	J. Cochrane
2nd Engineer	G. Harrison
3rd Engineer	D. Dunlop
3rd Engineer	P. Joyce
4th Engineer	P. Fordham
Electrician	D. Williams
Chief Steward	I. Neave
G.P. Steward	D. Kenmure
G.P. Cook	A. MacCallum
G.P. Cat. Boy	R. Martin
G.P. Cat. Boy	W. Joyce
G.P. Deck Boy	R. Turner
C.P.O.	A. Thomas
G.P.1	R. Meechan
G.P.1	S. Moore
G.P.1	I. Millelsen
G.P.1	J. Hyland
G.P.1	D. Fullerton
G.P.1	R. Alexander
G.P.1	H. Lake
G.P.3	T. Cockroft
P.O.	F. Courtney
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
Chief Engineer	D. Wright
2nd Engineer	T. Joyce
3rd Engineer	R. Elniff
3rd Engineer	L. Donlan
4th Engineer	D. Melville
Electrician	J. Wightman
Catering 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	W. MacLeod
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

3rd Mate	C. Mitchell
3rd Engineer	J. Hannigan
3rd Engineer	I. MacCrury
G.P. Steward	P. Mawston
G.P. Cook	F. Dalley
C.P.O.	P. Sharman
C.P.O.	M. White
G.P.1	B. Barron
G.P.1	R. Ali
G.P.1	P. Harper
G.P.1	G. Hale
2nd Steward	J. McMahon

VOYAGE LEAVE

Master	T. Edge
Master	W. Greatorex
Master	S. Readman
Master	D. Sinclair
Master	A. Sutherland
Master	G. Towers
Master	P. Hall
Master	A. Peebles
1st Mate	W. Andersen
1st Mate	J. Purdon
1st Mate	A. Dickie
1st Mate	A. Michie
1st Mate	P. Richardson
1st Mate	J. Jenkinson
1st Mate	J. Niblock
1st Mate	A. McMahon
1st Mate	J. McNeill
2nd Mate	N. Clarke
2nd Mate	M. Smith
2nd Mate	N. Brewer
2nd Mate	R. Reid
2nd Mate	S. Wright
2nd Mate	J. Wood
2nd Mate	A. MacRae
2nd Mate	E. Fowler
3rd Mate	A. Latty
3rd Mate	R. MacKenzie
3rd Mate	J. Philips
3rd Mate	R. Wiggans
3rd Mate	J. Coombe
3rd Mate	J. Donaldson
3rd Mate	A. Morris
Radio Officer	W. McLeod
Radio Officer	C. Ritchie
Radio Officer	D. Hynd
Radio Officer	G. Walker
Radio Officer	M. Thomas
Radio Officer	A. McLeod
Radio Officer	T. Blair
Radio Officer	J. MacIntyre
Radio Officer	W. McIlroy
Ch. Engineer	W. Anderson
Ch. Engineer	J. Loughran
Ch. Engineer	W. Moore
Ch. Engineer	R. Taylor
Ch. Engineer	B. Denmark
Ch. Engineer	T. Dickinson
Ch. Engineer	W. Carrigan
Ch. Engineer	A. Smith
Ch. Engineer	R. Hartley
Ch. Engineer	J. Cummings
Ch. Engineer	R. Allen

Ch. Engineer	W. Hughes
Ch. Engineer	G. Nesbitt
Ch. Engineer	G. Mitchell
2nd Engineer	G. McEwen
2nd Engineer	D. Morrison
2nd Engineer	C. McCrae
2nd Engineer	I. Andrews
2nd Engineer	D. Campbell
2nd Engineer	J. Versteeg
2nd Engineer	P. Doherty
2nd Engineer	A. Warren
3rd Engineer	A. Harbinson
3rd Engineer	T. Safford
3rd Engineer	R. Smillie
3rd Engineer	N. Rowan
3rd Engineer	J. McNeill
3rd Engineer	A. McKinlay
3rd Engineer	A. Cortopassi
3rd Engineer	K. Graham
3rd Engineer	D. McArthur
3rd Engineer	A. Walker
3rd Engineer	A. Patton
3rd Engineer	W. Harvey
4th Engineer	J. Thornton
4th Engineer	T. May
4th Engineer	G. Clement
4th Engineer	M. Jacob
4th Engineer	H. You
4th Engineer	T. Connor
4th Engineer	P. Harvey
4th Engineer	A. McCallum
4th Engineer	R. James
4th Engineer	B. Edwards
4th Engineer	D. Goodwin
4th Engineer	T. Shepherd
Jun. Engineer	W. Keady
Jun. Engineer	A. Milligan
Jun. Engineer	J. Murray
Jun. Engineer	R. Dryburgh
Electrician	R. Knight
Electrician	J. Jolly
Electrician	J. Matheson
Electrician	A. Priddy
Electrician	T. Needham
Electrician	A. Durie
Electrician	B. Bell
Electrician	J. Dear
Electrician	J. Hall
Electrician	D. Matheson
Catering Officer	R. Cathcart
Catering Officer	J. McDonald
Catering Officer	A. McGill
Catering Officer	J. Smith
Catering Officer	J. Smith
Catering Officer	J. Hotchin
Catering Officer	R. Loadwick
Catering Officer	J. Swanson
Catering Officer	M. Waters
Catering Officer	A. Welsh
Catering Officer	A. Saunders
Chief Steward	J. Drury
G.P. Steward	J. Hanna
G.P. Cook	A. MacColl
G.P. Cook	J. Ridgeway
C.P.O.	D. Budd
C.P.O.	J. Morrison
G.P.1	D. Carmichael

ON LEAVE

C.P.O.	J. Dunford
G.P.1	J. Bailey
G.P.1	P. Betmead
G.P.1	J. Sander
G.P.1	D. Shillito
G.P.1	A. Brown
G.P.1	P. Brogan
G.P.1	P. Redmond
G.P.1	J. Forman
G.P.1	A. Smith
G.P.1	A. Picken
G.P.1	N. Campbell
P.O.	T. McQuade
P.O.	W. Cox
P.O.	W. Stevenson
P.O.	J. Sutherland
P.O.	I. Dent
2nd Cook & Baker	C. MacLeod
Bosun	P. McPhee
Carpenter	F. Dixon
Nav. Cadet	K. MacAulay

ON STUDY LEAVE

1st Mate	C. McDonald
1st Mate	P. MacKay
2nd Mate	P. Dyson
2nd Mate	D. White
2nd Mate	C. Stephenson
2nd Mate	A. Riley
2nd Mate	J. Anderson
2nd Mate	P. Wood
3rd Mate	J. Gillespie
3rd Mate	A. Matthews
3rd Mate	M. Arden
Nav. Cadet	J. Wolstenholme
2nd Engineer	D. Pennie
3rd Engineer	A. MacMillan
3rd Engineer	M. Currey
4th Engineer	R. Walker
3rd Engineer	W. Drennan
2nd Engineer	W. Wright

SICK LEAVE

Master	A. Hunter
Master	J. Roberts
Master	W. Warden
1st Mate	D. Fox
2nd Mate	P. Smart
Ch. Engineer	J. Allan
Ch. Engineer	D. McLeod
Ch. Engineer	A. Lounie
2nd Engineer	D. Anderson
3rd Engineer	I. Campbell
3rd Engineer	A. Dias
3rd Engineer	C. Richardson
3rd Engineer	S. Mustafa
3rd Engineer	N. McKellar
4th Engoneer	C. Westland
4th Engineer	D. Abernethy
Catering Officer	J. Weir
Catering Officer	P. Mulhern
C.P.O.	A. Clarke

G.P.1	J. White
P.O.	T. Nicol
Nav. Cadet	D. Wood

ON TRAINING COURSES

Nav. Cadet	T. Dunlop
Nav. Cadet	J. Dobson
Nav. Cadet	G. Shearer
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	P. Broers
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
Nav. Cadet	S. Hall
Nav. Cadet	G. Scott
Nav. Cadet	D. Gordon
Nav. Cadet	I. MacKay
2nd Engineer	D. Smart
G.P. Cook	J. McGurk

C O N T R A C T

The Freight Market continues in a very healthy state although we are somewhat limited in the number of ships free to take advantage of the better rates due to the re-engining programme, together with our existing contract commitments. There is an air of optimism in certain shipping circles that the healthy state of the Market is here to stay for some time and we must just hope that this turns out to be the case.

- - - - -

In 1970 the State of Florida passed an Oil Pollution Act whose provisions were considerably more severe than those of the Federal Water Quality Improvement Act of 1970. In addition to providing for unlimited liability for pollution damage, the Act also provided that shipowners should satisfy the requirements for evidence of financial responsibility elaborated by the Florida Authorities. The constitutionality of this Act was challenged by the P. & I. Clubs and others on the grounds that it encroached upon the exclusive maritime preserve of the Federal Government. The Florida District Court duly held the Act to be unconstitutional. The Supreme Court has now reversed the decision of the District Court. In consequence, the temporary injunction restraining application of the Act was expected to be lifted on or soon after 14th May, 1973.

The full implications of this decision are as yet uncertain and the P. & I. Clubs are currently considering what action they should take. While the matter is not altogether clear, it appears that liability under Florida State Legislation may be the subject to the limitation of liability provided by Federal Law. The Supreme Court judgement does not make any reference to the right to impose separate requirements for evidence of financial responsibility, but it is not possible for the Clubs to issue separate certificates of insurance to comply with the individual States' legislation. The Clubs support the I.M.C.O. solution of each ship carrying an internationally acceptable certificate.

We repeat, the penalties imposed by the State of Florida Oil Pollution Act are much more severe than those applicable under the Federal Water Quality Improvement Act of 1970 and although no one knows at this stage just how the Federal practice will develop, it is anticipated that there will be a resurgence of activity by the Florida Marine Patrol.

Once again, we draw to the notice of ships' officers the great importance of avoiding oil spills whilst bunkering and the discharge overside of oily water. Harbour authorities throughout the world are becoming more and more strict and we simply cannot afford the financial consequences and bad publicity which stem from oil spills. These are, after all, almost always the result of carelessness or lack of supervision and, when one does occur, it leaves the stigma of inadequate management by those on board.

- - - - -

The re-engining of the "Baron Renfrew" with two 9-cylinder Stork-Werkspoor TM engines is now well in hand and work is expected to be completed by mid-July. Replacement of the V-engines by in-line engines in this class of vessel should improve accessibility at platform deck level and make for ease of maintenance.

During the re-engining period it is intended to overhaul all the principal engine-room auxiliaries; to dock the ship and overhaul the Kamewa propeller; to repair the steelwork and hatches; and, as far as possible, bring the vessel back to 'as new' condition.

It is hoped that on completion "Baron Renfrew" will behave no less reliably than "Cape Grenville". In spite of the inevitable teething troubles, "Cape Grenville" has shown the consistent performance originally anticipated when the twin medium-speed diesel bulk carrier was introduced into service by S.S.M. "Cape Grenville" is now running with the engine-room unmanned from 5 p.m. until 8 a.m. and first reports suggest that this is proving to be a most satisfactory routine. Ship's engineers are able to devote their time to normal day work maintenance and it is hoped that this, in turn, will increase still further the reliability of this propulsion system.

- - - - -

C O N T R A C T (con'd.)

Ship Performance Data Books are being issued to simplify the procedure and reduce the cost of forwarding performance data to Head Office. If this system works effectively it may be possible, after a trial period, to reduce the amount of written information at present being sent back in the form of log extracts. The ultimate object of this exercise in communications is to reduce the amount of paper work, not to increase it!

We would like to place on record our appreciation for the support given by Officers who have been prepared to help the Company during a period of extreme shortage in available manpower. All our energies are being devoted to improving the manning position, both in terms of quantity and quality. However, we are working against a very difficult Industry situation. Our aim is to get a "larger slice of the reducing manpower cake".
