

TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "BARON RENFREW"

No 19 SUMMER/AUTUMN 1973

EDITORIAL

With deep regret we record the death of Mr. Hugh Hogarth on 12th August and we are sure that everyone who knew him will share in our feelings of sadness at losing such a widely respected and eminent member of the Shipping Community.

A great many people, ashore and at sea, have had reason to be grateful for the breadth of his vision and for the depth of experience which he could bring to bear on the problems which beset Shipping.

A fuller tribute will be found overleaf. The Commodore represented the combined fleets at Mr. Hogarth's funeral and all ships of the combined fleets half-masted ensigns on the day.

Mr. Alastair C. Hogarth was assumed the Chairmanship of the Hogarth Companies and we wish him every success in this responsible office.

The re-engining of part of the fleet proceeds apace and, to date, "Baron Renfrew" and "Cape Horn" have rejoined the fleet, with "Cape Grafton" due to join them in October. Those ships completed have performed very successfully and have fully come up to expectations. This demanding conversion schedule is throwing considerable strain on the technical organisation but it is heartening to think that the machinery problems of the past are being eliminated. Meanwhile, Ruston-engined ships are being retained in the Atlantic area when they have been brought home from the East until their new machinery is ready for installation. Although this does not assist in programming, it is obviously the best policy to adopt. An article on the re-engining programme appears in this number, starting on Page 8.

The Freight Market is very strong indeed; so strong that one cannot believe it can last very long. We have secured a substantial amount of business for next year and several important contracts have been renewed.

On September 14th both Owners announced orders for new ships, for delivery in 1975. Two Lyle ships are due in August and October, 1975 and two Hogarth Ships at the end of that year. These ships will be of 26,000 tonnes deadweight and will be powered by B. & W. slow-speed engines. They are to be built by Govan Shipbuilders, Glasgow, as replacements for the four ships which Upper Clyde Shipbuilders were unable to deliver and as such will be eligible for investment grant. The combined order will be worth in the region of eighteen million pounds and is a startling comment upon the present price of new-buildings. Considering the experiences of the past years, it is a gesture of faith in the future of British Shipping.

As always seems to be the case in times of high freights, we have been plagued by strikes and delays in places as far apart as the Netherlands, Fiji and Canada. All of them were of substantial duration and caused severe losses.

Mr. T.S. Shearer has flown the flag in Japan and Canada this year, renewing old ties and establishing new contacts.

No crossword appears in this number, but we hope to include one in the next issue.



It is with very real sadness and a great sense of loss that we have to record the death, on the 12th August, 1973, of Mr. Hugh Hogarth, Chairman of Hogarth Shipping Company Limited and H. Hogarth & Sons Limited. Mr. Hogarth died at his home, 'Drumadoon', Helensburgh, Dunbartonshire. Although he had been in failing health for some time, his death was sudden and came as a shock to everyone.

His funeral took place at Cardross Crematorium, Cardross, Dunbartonshire, on Wednesday, 15th August, 1973 and a Memorial Service for him was held in Glasgow Cathedral on Wednesday, 12th September, 1973.

Mr. Hogarth was born on the 29th June, 1909, the elder son of Mr. S. Crawford Hogarth and grandson of Mr. Hugh Hogarth, the founder of the Company over one hundred years ago.

After receiving his education at Fettes College, Edinburgh, and Magdalen College, Oxford - where he took a Bachelor of Arts Degree - he joined the family firm in 1930 and was assumed a Partner in 1935.

During the Second World War the Company suffered heavily from the loss of ships and seagoing personnel through enemy action and after the war Mr. Hogarth took a leading part in re-establishing the Company's fleet. His contribution, too, to Shipping, both at a national and local level, was very real and the work he did over a long period of years for the Chamber of Shipping was immense and will long be remembered and appreciated. He became a member of the Council of the Chamber of Shipping of the United Kingdom in 1948 and was Chairman of the Documentary Committee from 1948 until 1959 and again from 1961 until 1963. He was also Chairman of the Deep Sea Tramp Section in 1956-57 and 1958-59. This service to the Chamber culminated in his being elected President of the Chamber of Shipping of the United Kingdom in 1960.

In 1954 he was President of the Glasgow Shipowners' and Shipbrokers' Benevolent Association and in 1959 was a Joint Vice-Chairman of the former General Council of British Shipping. From 1966 until 1969 he was Chairman of the Shipowners' Panel, Northern Lights Conference.

Mr. Hogarth always gave unstintingly of his best and all his duties and heavy responsibilities were invariably performed with the utmost efficiency and always with modesty. He will be greatly missed.

Our very deep sympathy goes to Mrs. Hogarth and to the Hogarth family.

OFFICE NEWS

In May of this year Mr. M.B. Cheales, Managing Director of H. Hogarth & Sons Ltd., took the opportunity of making a voyage in one of the Hogarth ships. He flew to Australia and sailed from Brisbane to Japan on "Baron Cawdor", under the command of Captain F.M. Dalby. Mr. Cheales reported most favourably on his trip.

After spending a week in Japan, he returned home via Hong Kong and while there Dodwell & Co. Ltd. organised a launch trip round the Harbour, during which a close-up view was obtained of the wreck of the "Queen Elizabeth", photographs of which appear on Page 7 of this issue.

Mr. A.B. Willings, of Universal Charterers Pty. Ltd., Sydney, N.S.W., was a welcome recent visitor to the Office.

In June, Mr. Jack Allan was appointed to the position of Administrator to the Technical Department. As many readers will know, prior to this appointment Mr. Allan sailed as Chief Engineer on various ships of the combined fleet.

Mr. Douglas Fox joined the Operations Department in June as Ship Manager. We would mention that, prior to his shore appointment, Mr. Fox sailed as Chief Officer with S.S.M., his last ship being "Baron Belhaven".

Mr. R.W. Forrest joined the Company in July as Financial Accountant. He has taken over from Mr. K.B. MacPherson, who left the firm in June.

In July Mr. W. Vassie joined the Organisation as Spares Programmer.

In June, Mr. John Pryde retired from his position of Technical Clerk in the Technical Department and we wish him a long and happy retirement. Readers will recall being introduced to him on Page 21 of TRIAD No. 17.

TRIAD No. 17 also mentioned the engagement of Mr. Andrew M. Nicholson, Training Officer, to Miss J.M. Denholm and we are now happy to mention that they were married in Paisley Abbey on 8th June.

Our congratulations to Mr. Alan Doig, who has successfully passed his Bachelor of Arts Degree in Economics at Strathclyde University, Glasgow. Mr. Doig worked in the Office during his summer vacation and has now returned to Strathclyde for his final Honours year.

In March of this year he became engaged to Miss Anne Bissell, former secretary to Mr. H.L. Brodie in the Agency Department, and we wish them both every success in the future.

Our congratulations also to Mr. Derek Beveridge, Computer Operator and Programmer, who announced his engagement to Miss P. Leask on 11th August.

Many 'older' readers of TRIAD will remember Mr. Arthur Rennie, who retired from H. Hogarth & Sons Ltd. at the end of 1966. Mr. Rennie was awarded the M.B.E. in the June, 1973 Birthday Honours List and we offer him our congratulations.

Miss J. McDermott who, until recently, was Receptionist and Copy Typist with S.S.M., has now moved to Lyle Shipping Company where she is assisting Miss Agnes Bell.

Shortly before 3 p.m. on September 19th a telephone call was received at the Office which announced, anonymously of course, that there was a bomb in the building and warning that everyone had three minutes to get out. We all got out - acting on the sensible assumption that it might not be a hoax. It was a hoax, of course, so thirty-five minutes were wasted standing about in Buchanan Street until the Police declared the building to be 'bomb-free'. It might have been worse - it was a dry day!

Our congratulations to:

Mr. C.F. McDonald on gaining his Master's Certificate in July.

Mr. D.T. White, who has also gained his Master's Certificate.

Mr. Andrew and Mrs. Ann Cross on their wedding on 21st July.

Mr. A. Weir and Miss Peggy McLean on their wedding on 27th July. We had hoped to include a photograph of Mr. and Mrs. Weir in this edition of TRIAD but, unfortunately, circumstances were such that we have been unable to do so. However, the following letter has been received from Alastair Weir with the request that it be published and we have pleasure in doing so:

"Mr. and Mrs. Alastair Weir would like to thank most sincerely the Officers who were serving on the "TEMPLE BAR" in June, 1973 for the wedding gift, which was greatly appreciated.

("It is at present in the pawn shop but is hoped to be recovered after the next pay rise!!")

Congratulations, too, to Mr. and Mrs. A.G.F. Michie on the birth of their son, Arthur David, on the 7th July.

And to Mr. I.M. Taylor on his engagement to Miss Moira Murchison during July.

It is with regret that we have to report the loss at sea of Paul Care, 2nd Cook/Baker. Mr. Care was serving on board m.v. "Cape Wrath".

We wish to place on record our thanks to all Contract Personnel for the prompt attention they have given in completing the Personal Details forms which required verification - this has made a rather large exercise much easier than was at first anticipated.

Mr. Phil Fenwick has asked us to mention that a warm welcome will always be extended to S.S.M. Personnel at the Royal Stuart Hotel in Crieff, where he is the Proprietor.

Record Consumption.

A Condemnation/Loss Certificate received in the Office recently from one of the ships contained the following details:

"When shipping stores a crate of eggs fell from the wire sling to the deck -

Quantity : 1 Case = 30 doz. Time on board : 30 seconds"

FLEET NEWS (as at 16th October, 1973)

"TEMPLE ARCH" - is presently at Amsterdam re-engining and on completion will sail for Casablanca to load phosphate for Japan.

"BARON ARDROSSAN" - sailed from Dakar on the 10th October with a cargo of phosphate for Holland, probably Rotterdam. She is due on 21st October. On completion of discharge she will shift to Amsterdam for re-engining.

"TEMPLE BAR" - is presently on passage towards Immingham with a cargo of ilmenite loaded at Bunbury, Western Australia. She is due at the discharging port on or about the 26th November.

Meantime she is not fixed beyond Immingham.

"BARON BELHAVEN" - continues on Time Charter and arrived at Chaguaramas on the 16th October. Presently, she is shuttling between Chaguaramas and Georgetown.

"BARON CAWDOR" - arrived at Port Lincoln on the 16th October as second discharging port to complete discharge of Christmas Island phosphate. She expects to complete on the 18th October. From Port Lincoln she will move to Port Pirie to load concentrates for Antwerp. On completion at Antwerp she sails for Pointe Noire to load manganese ore for Japan.

"CAPE CLEAR" - is due at Avonmouth on the 26th October to discharge a cargo of Port Pirie concentrates and Risdon zinc blocks. She passed Cape Town on the 2nd October.

"BARON DUNMORE" - is on Time Charter to British Phosphate Commissioners. After completing discharge of a phosphate cargo at Albany, Western Australia, she sails on the 19th October for Christmas Island to lift another phosphate cargo - this time destined for New Zealand.

"CAPE FRANKLIN" - sailed from Seven Islands on the 8th October for Birkenhead with a cargo of iron ore. She is due at the discharging port on the 19th October.

"CAPE GRAFTON" - is presently re-engining at Amsterdam and should be ready for sea on the 28th-29th October after trials. When ready, she will sail to Pointe Noire to load manganese ore for Japan. From Japan she will ballast across to British Columbia to load, on Time Charter to Canadian Transport, for Australian ports.

"CAPE GRENVILLE" - is presently on Time Charter to Canadian Transport and is loading lumber and lumber products in British Columbian ports for Australia. On completion of that fixture, she will load alumina at Kwinana for the west coast of the U.S., north of Eureka.

"TEMPLE HALL" - is presently discharging part of a Christmas Island phosphate cargo at Esperance - the balance will be landed at Bunbury, completion there being about 21st-22nd October. After that, she will load ilmenite at Bunbury for Immingham and on completion at the latter port will move to Amsterdam to commence re-engining.

"CAPE HAWKE" - sailed from Port Moody on the 4th October with a cargo of sulphur for Geelong, where she should arrive on or about the 31st October, completing about the 6th November. From Geelong she moves to Queensland to load bulk sugar for Japan, after which she sails to Nauru for a cargo of phosphate for Western Australia. On completion of the phosphate fixture, this ship will load ilmenite at Bunbury for Immingham.

"CAPE HORN" - is presently on passage towards Japan, indicated Niihama and another port, to discharge Casablanca phosphate. From Japan she will sail to Nauru for phosphate for Western Australia.

"CAPE HOWE" - arrived at Spurn Anchorage on the 13th October with a cargo of Murmansk iron ore and she hopes to berth at Immingham on the 19th October and sail the following day. She is not meantime fixed beyond Immingham.

"BARON INCHCAPE" - is undergoing some engine repairs at Antwerp and hopes to sail from there on the 17th-18th October.

"TEMPLE INN" - is discharging part of a timber cargo loaded in British Columbia at Melbourne and from there moves to Adelaide to complete discharge, being due at the latter port on the 17th October with prospects of completing on the 23rd October. From Adelaide she will sail north to Queensland to load bulk sugar for Japan and from Japan will ballast across to Vancouver, B.C. to lift a cargo of sulphur for Geelong.

"CAPE LEEUWIN" - sailed from Pointe Noire on the 22nd September for Japan with a cargo of manganese ore. Her Japanese discharging ports are Toyamashinko and Niigata and she is due at the former on or about the 25th October. From Japan she will sail to Nauru for phosphate for Eastern Australia, indicated Cairns and Brisbane.

"BARON MACLAY" - is presently ballasting from Moji to British Columbia where, under Time Charter to Canadian Transport, she will load lumber and lumber products for Australia. Meantime, she is not fixed beyond Australia.

"CAPE NELSON" - should sail from Vitoria, Brazil, on the 16th October with a cargo of iron ore for Birkenhead.

"CAPE RACE" - continues on Time Charter and is presently shuttling between George-town and Chaguaramas with bauxite.

"BARON RENFREW" - sailed from Townsville on the 13th October and is due in Tokyo Bay about the 23rd October. Part of her bulk sugar cargo will be discharged at ports in the Tokyo Bay area and the balance at Yokkaichi. From Yokkaichi she will sail for Nauru and there load phosphate for Western Australia.

"CAPE SABLE" - is due at Portland, Victoria, on the 21st October with Christmas Island phosphate. Part of the cargo will be landed at Portland and the balance at Geelong. On completion of the phosphate the ship will load grain at Geelong and Sydney, N.S.W. for Lumut, Malaysia, and from there she will sail south to Christmas Island for another phosphate cargo for Eastern Australia. On completion in the latter area she will load concentrates at Port Pirie for discharge at Tsuruga, Japan.

"SEAFORTH HERO"

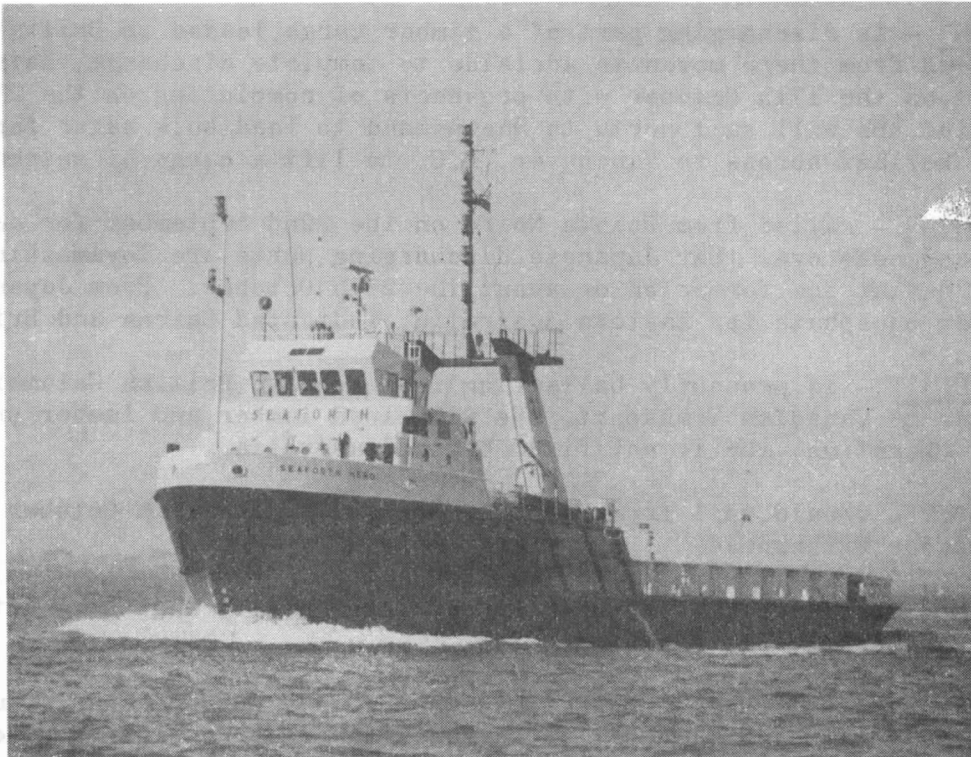
The 17th of July, 1973 was a great day for Scotland, according to Iain Noble, the Chairman of Seaforth Maritime Limited and also a Director of Lyle Shipping Company Limited. On that day Seaforth Maritime took delivery of its first ship. This was a North Sea Oil supply vessel - the first to be delivered to a Scottish-owned company. Lyle Shipping Company and Hogarth Shipping Company together own approximately sixty per cent of Seaforth Maritime.

The ship was built by Drypool Engineering and Drydock Company Limited of Hull. She sailed up from Hull through a Force-10 gale and arrived in Aberdeen promptly at 5 p.m., to the great relief of several green-faced passengers! She then steamed into Aberdeen Harbour, announcing her arrival with several blasts of her horn, followed by a welcoming salute to Aberdeen from a lone piper in the bows. The ship pulled alongside the Waterloo Quay and was named "Seaforth Hero" by Mrs. K.M. Tocher, wife of the Bank of Scotland's Branch Manager in Aberdeen.

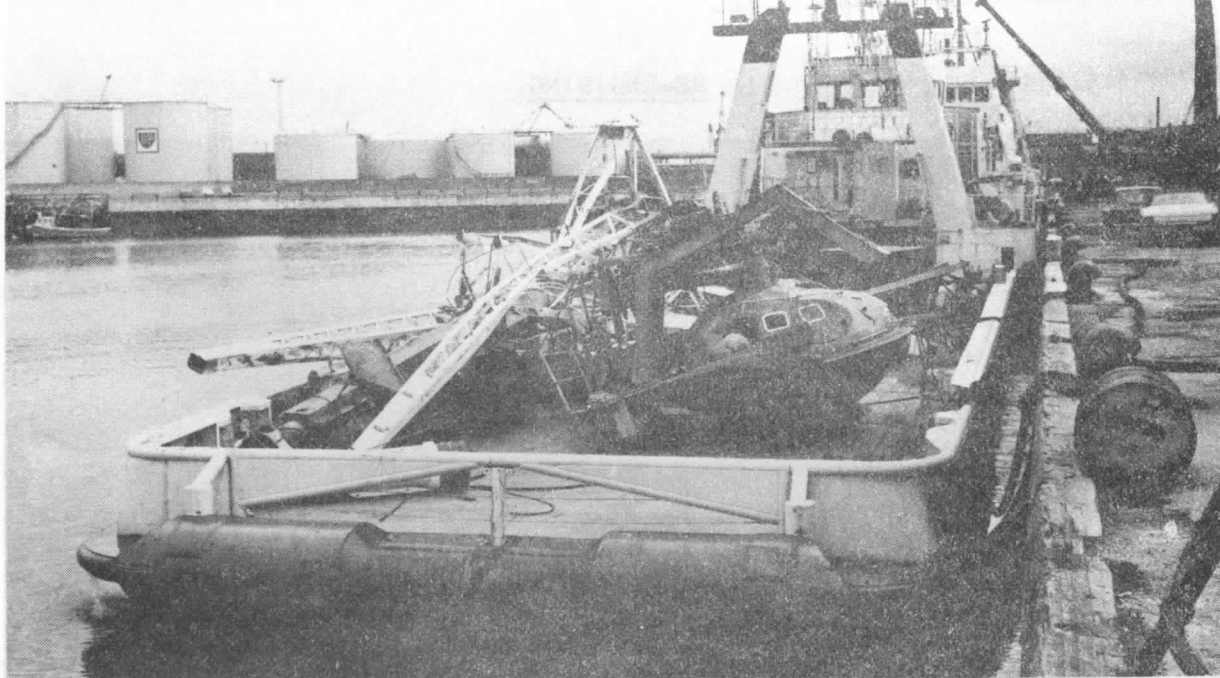
The "Seaforth Hero" is 180 feet long and of 1,000 tons deadweight. She is powered by two Mirrlees Blackstone Twin-bank diesel engines providing an output of 2,500 horsepower at 1,000 r.p.m. and giving a speed of fourteen knots. She has three specially-designed tanks for carrying cement, together with other features appropriate for supplying oil rigs. Her colour scheme is in Seaforth's maroon and the Seaforth emblem of seasnakes is painted on the sides.

By 1975 it is planned that Seaforth will be one of the largest supply boat operators in the North Sea with a fleet of twelve vessels. Seven sister-ships of "Seaforth Hero" are on order for delivery in 1973 and 1974.

T.P.N.



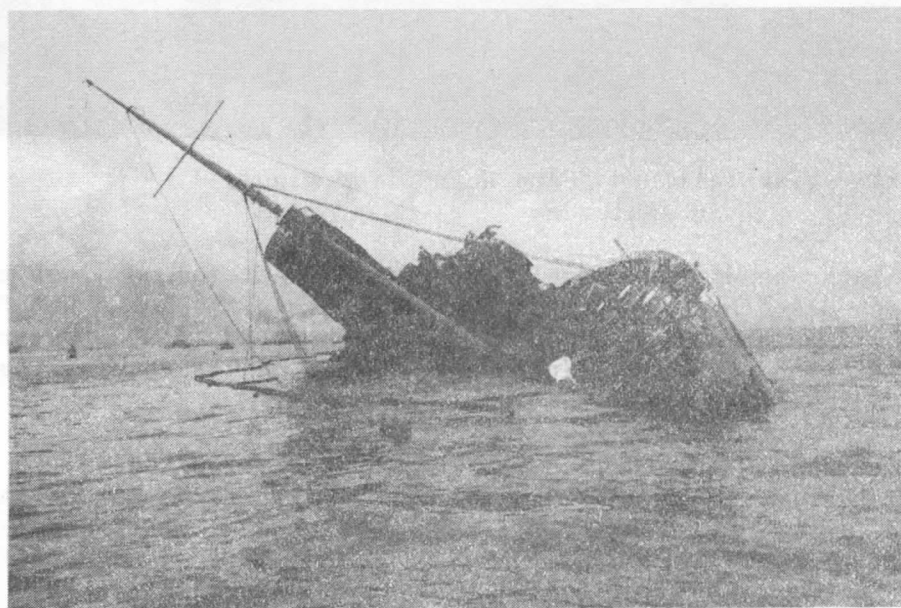
m.v. "Seaforth Hero"



"Seaforth Hero" at Aberdeen early in August with the collapsed crane from the North Sea drilling-rig "Ocean Rover" on her after deck.

Photograph : Aberdeen Press and Journal

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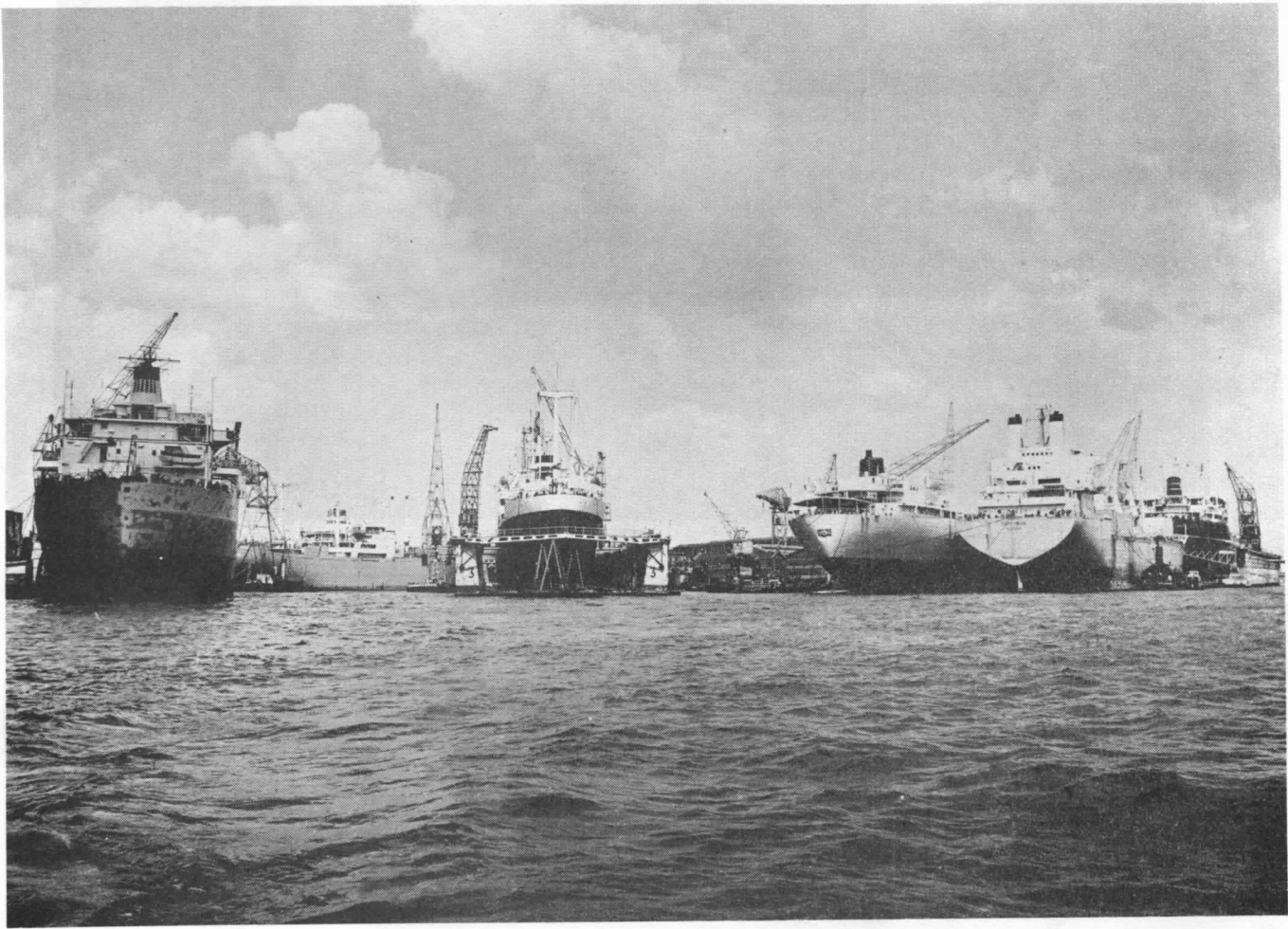
Two photographs, taken by Mr. M.B. Cheales, of the "Queen Elizabeth" lying, burnt-out, in Hong Kong Harbour.

Upper : Foredeck and remains of bridge.

Lower : Poop, with remains of swimming-pool and the collapsed port promenade deck.



RE-ENGINEING



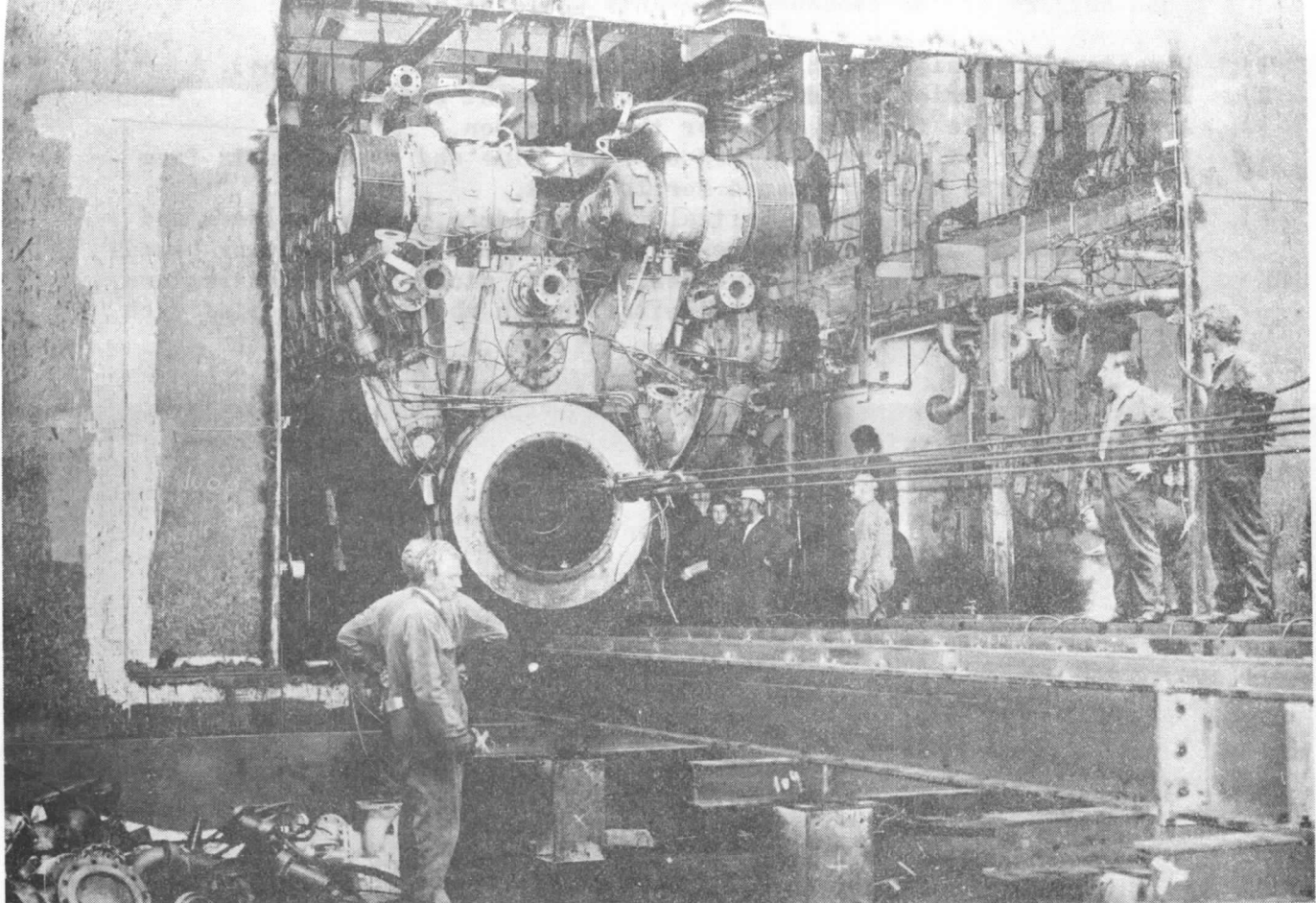
"Baron Renfrew" (far left and "Cape Horn" (far right)
in Amsterdam

The above, somewhat stark, heading can spell out meanings far too numerous to mention - it has even been described as 'Magic' by one competent person - but for Scottish Ship Management it means only 'Success'. After years of 'A.O.' frustration, reaching to the lowest depths, we are now well on the way to reaping the rewards of G.P. U.M.S. Medium-Speed installations.

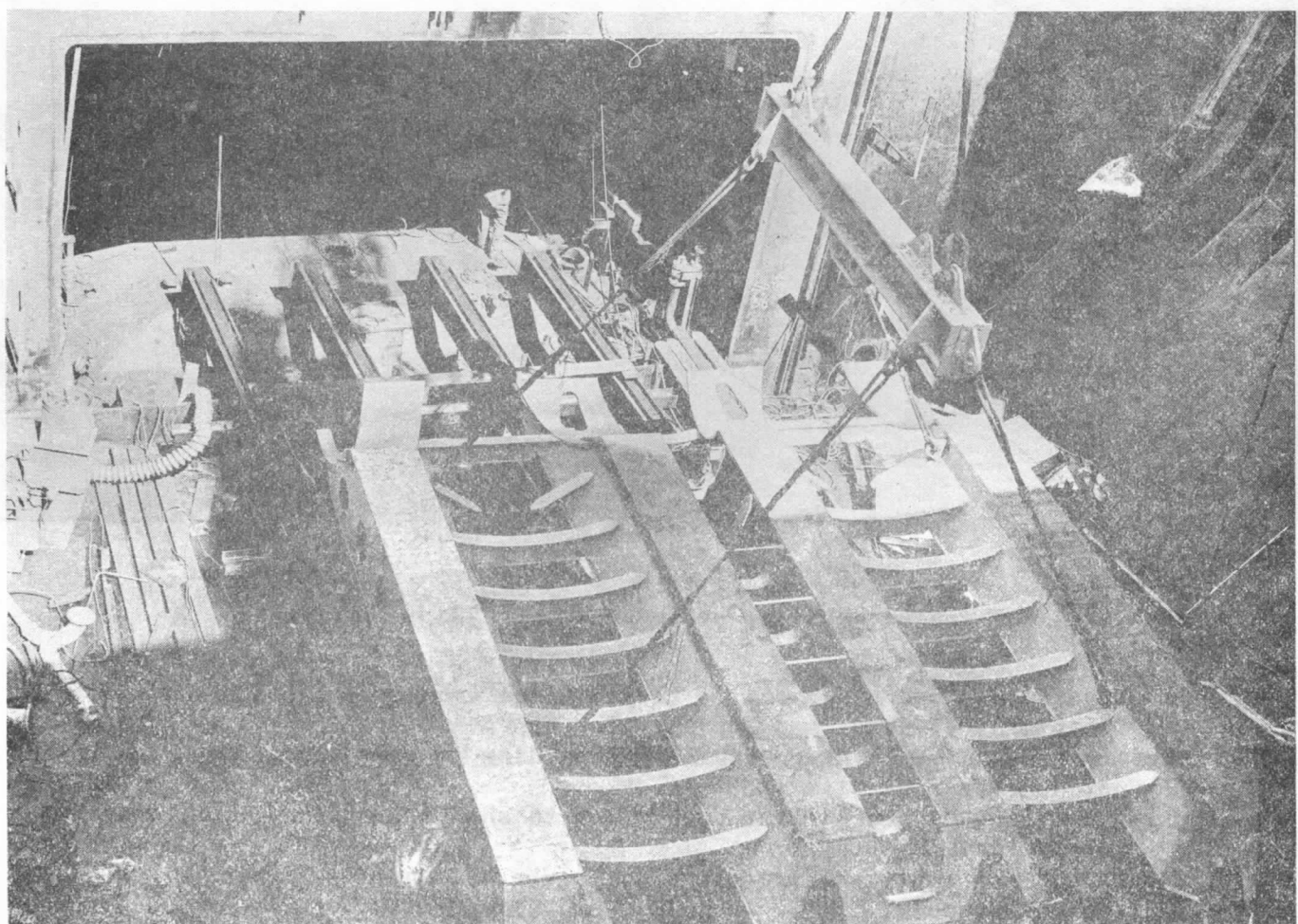
Great credit must go the Sea Staff for the way they have carried the 'A.O.' burden; however, we must also remember that, in varying ways, a large burden has also been carried by the Owners, Chartering, Operations, Personnel and Accounts, and not forgetting Technical and the remainder of the Office Staff at Head Office who have had their work on the other part of the fleet seriously hampered by 'A.O.' intrusions.

The photographs accompanying this article show "Baron Renfrew" and "Cape Horn" during re-engineing. Each vessel falls into one of two categories with regard to propulsion unit - 'B' Series and 'A' Series respectively. The reason for this is to differentiate between the 'in-line' engine series and the 'vee' engine series. All the Haugesund class vessels will have two 12-cylinder 'Vee' TM 410 Stork Werkspoor engines and this group is classed the 'A' Series. The 'B' Series is a combination - two 9-cylinder 'In-line' TM 410 Stork Werkspoor engines for "Baron Renfrew", "Temple Bar" and "Temple Hall" and, on its own, "Temple Arch" with two 8-cylinder 'In-line' TM 410 Stork Werkspoor engines.

On the surface, when 're-engineing' is referred to quickly it might appear a fairly simple operation but in fact it represents an extremely difficult and intricate exercise with many physical problems to be surmounted when it involves, as it does in this case, the fitting of new engines to an existing plant which includes a great deal of ancillary equipment designed for different engines than those being fitted. This, coupled with the very complicated programme of arranging vessels homeward, requires a high degree of co-operation in all spheres and at all levels.



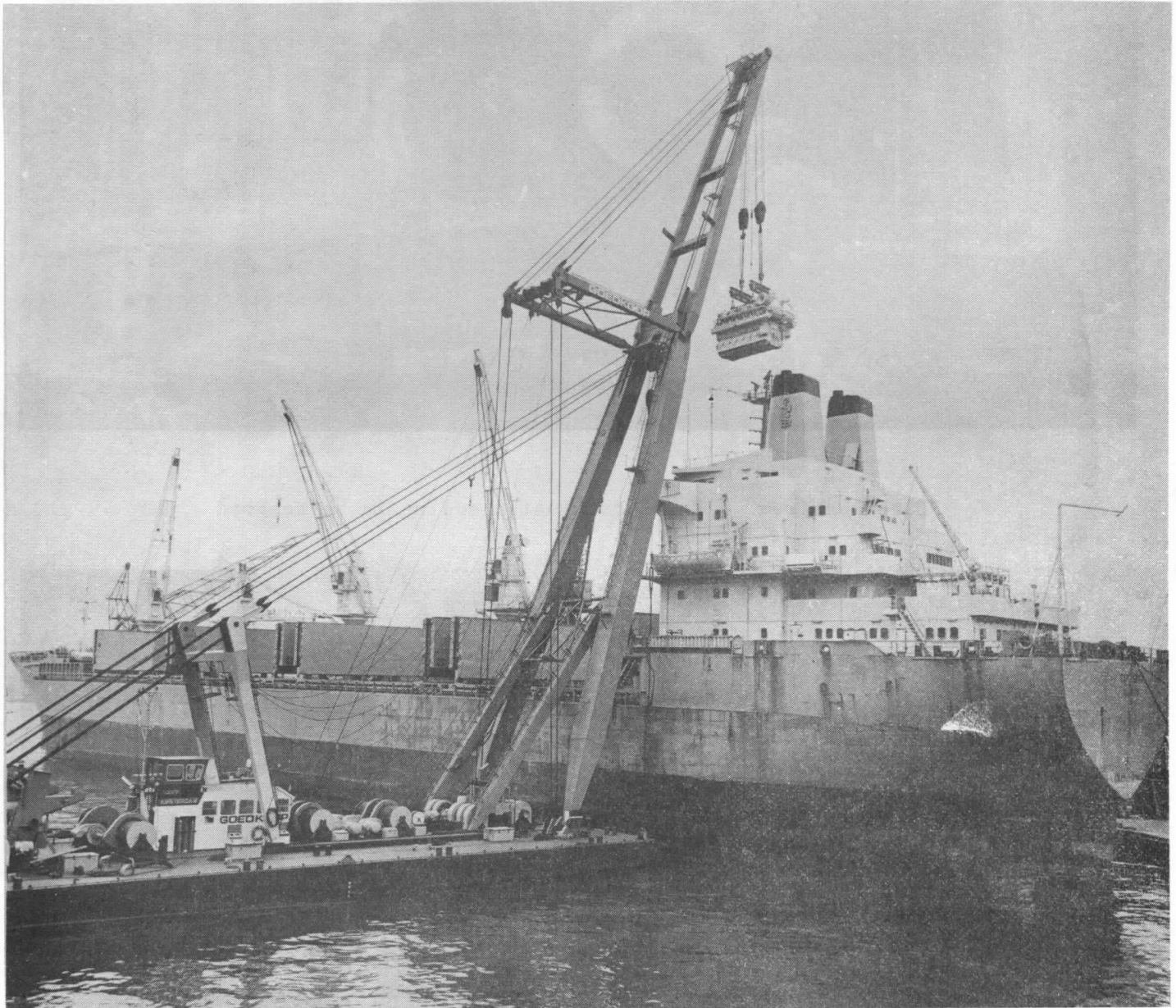
"Baron Renfrew" : the first Ruston engine to be removed



Engine bedplate for "Cape Horn's" new engines

A broad outline of the sequence of events would be as follows :

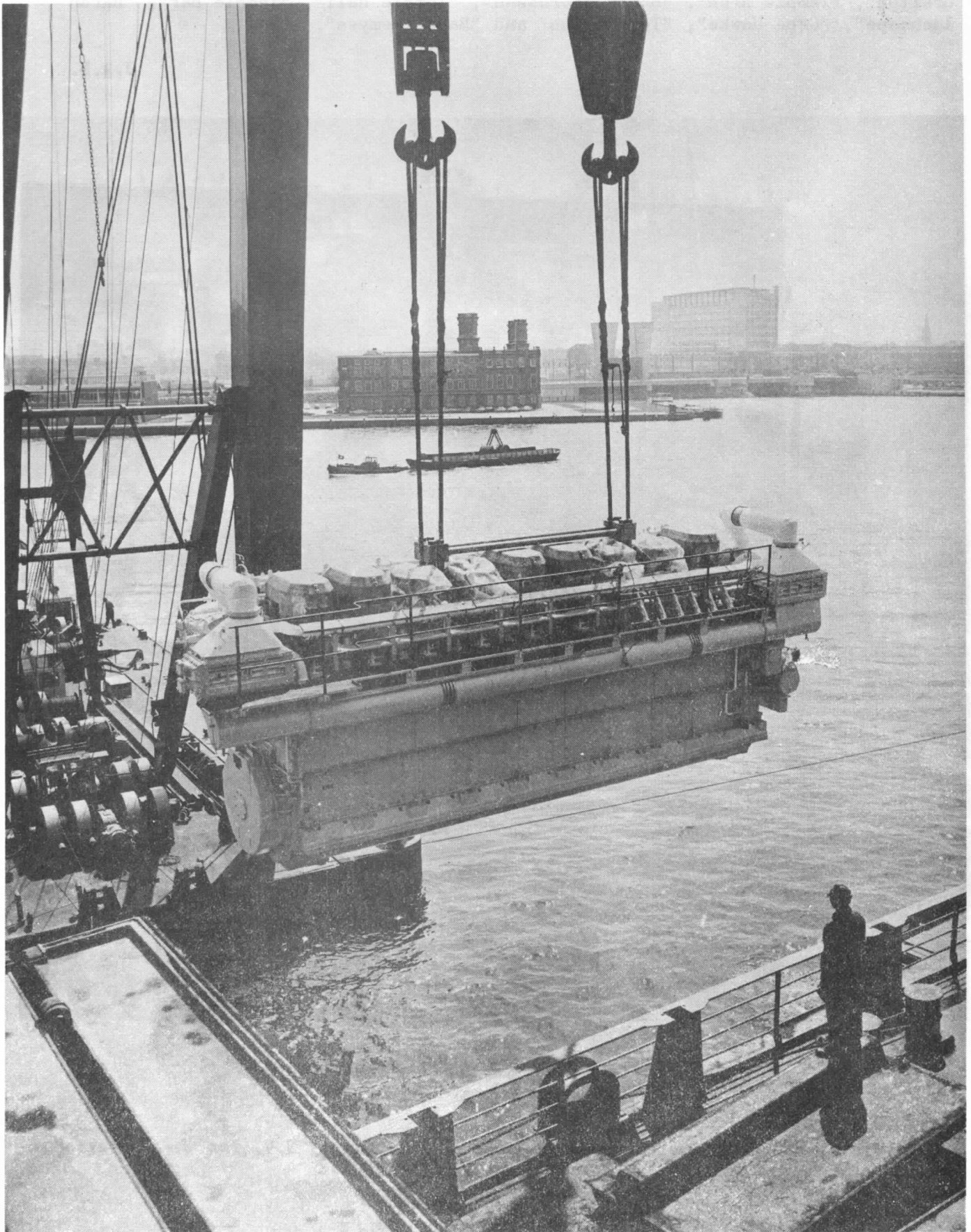
- 1). Directors' decision, with the Owners' agreement, to re-engine.
- 2). Establish the price and delivery of replacement engines.
- 3). Arrange suitable finance to cover the operation.
- 4). The selection of the repair yard on 'best time and price' basis from those yards which tendered for the work.
- 5). Liaison between ourselves, initial yard builders, engine builders and the repair yard and arrange to place project on the drawing-board and agree equipment, deliveries, prices, etc. with subcontractors, governed by physical space limitations in the engine-room of each ship.



New engine about to be lowered into "Cape Horn"

- 6). Submit drawings and equipment to Lloyds Classification and to the Department of Trade and Industry for approval.
- 7). Charter vessels home for re-engining according to engine performance - not an easy task with 'A.O's'.
- 8). Organise stand-by and sailing crew prior to ship's arrival at the repair yard.
- 9). After arrival, empty and 'gas-free' all lube oil and fuel tanks in the engine-room.
- 10). Drydock the ship, uncouple CP propeller and break the tailshaft coupling.
- 11). Disconnect all auxiliaries and pipework in way of forward engine-room bulkhead.

- 12). Remove forward engine-room bulkhead and clean tanktops.
- 13). Install temporary runway tracks and remove the old engines (only a 3-ton pull was necessary to remove an engine).
- 14). Remove old engine-seatings and fit additional floors in the double bottom.
- 15). Install new engine-seatings and realign gearbox to tailshaft.
- 16). Roll in new engines and align to gearbox.
- 17). Where engine r.p.m. differs from the original, fit new set of gears.
- 18). Chock new engines with 'plastic' chocks.
- 19). After the new pipe systems, pumps, coolers, filters, platforms, uptakes, engine controls and UMS equipment has been fitted, 'run up' the main engines.



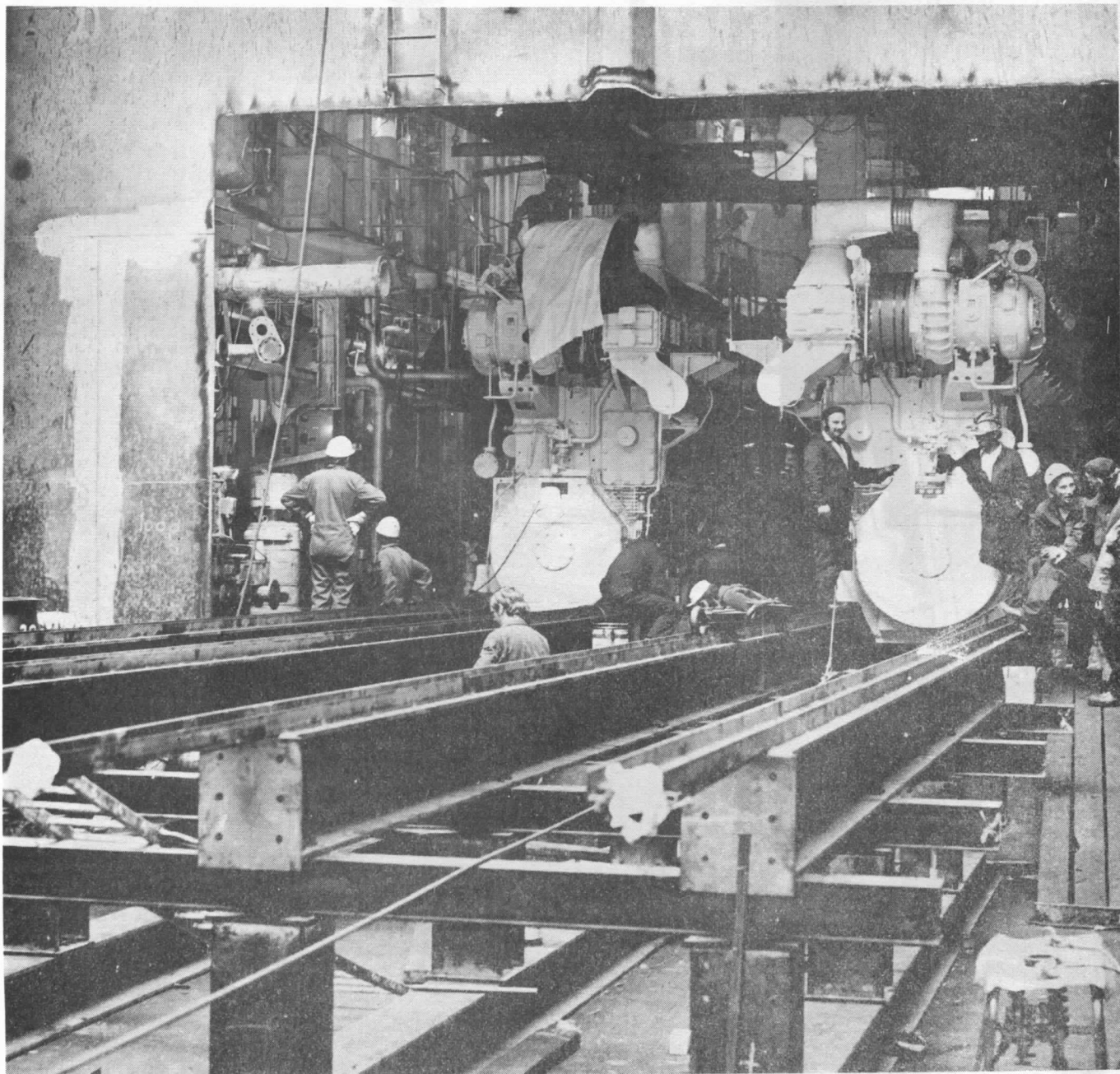
One of "Baron Renfrew's" new engines

- 20). Carry out basin trials for two days, followed by a short trial, which is run by the Owners, not by the repair yard.
- 21). Ship sails out from repair port with clean, painted engine-room.

It is hoped that those directly concerned will not think that re-engining as described here has been over-simplified. The foregoing is more or less a general picture of the procedure adopted. It is gratifying to see "Baron Renfrew" and "Cape Horn" at sea with new engines, particularly when one recalls that re-engining was only put into action twelve months ago. The last ship to be re-engined should be completed within the next twelve months.

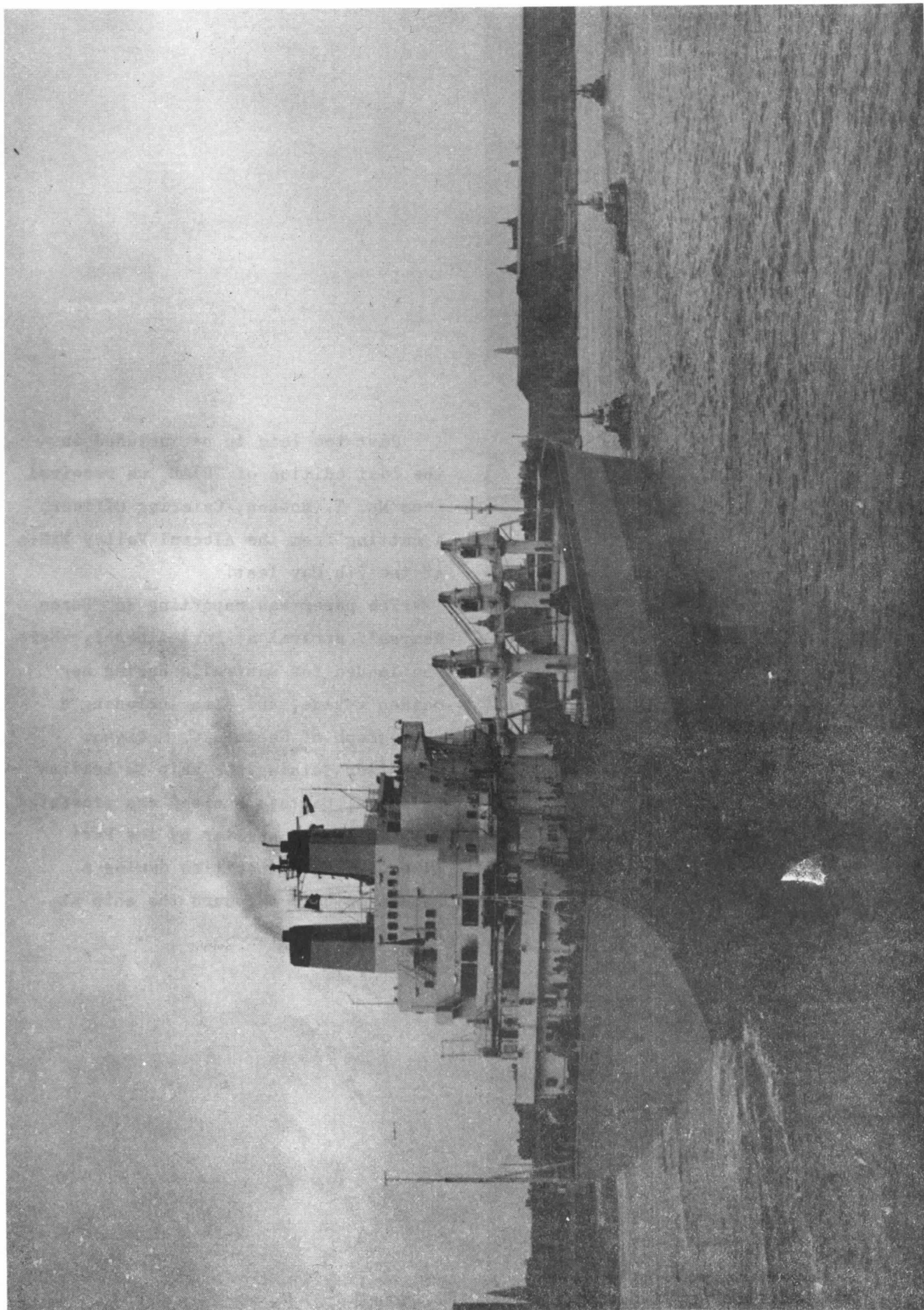
The outstanding re-engining programme is as follows, in the order given : "Cape Grafton", "Temple Arch", "Baron Ardrossan", "Temple Hall", "Temple Bar", "Baron Inchcape", "Cape Hawke", "Temple Inn" and "Baron Wemyss".

J.A.L.



"Baron Renfrew's" new engines installed

We are indebted to Amsterdamsche Droogdok-Maatschappij N.V. for the photographs accompanying this article and for that on the cover.



"Cape Horn" sailing from Amsterdam after re-engining



Just too late to be included in the last edition of TRIAD, we received from Mr. T. Robson, Catering Officer, a cutting from the Alberni Valley Times of the 7th May last.

The paper was reporting on "Baron Wemyss'" arrival at Port Alberni, where she loaded for Australia during her maiden voyage, and also including a photograph of Captain C. MacLean.

After joining the ship in British Columbia, Captain MacLean was presented with an Indian sweater by the Port Alberni Port Authorities during a reception held on board the ship at Port Alberni.

Captain Callum MacLean trying on
the Indian sweater

Photograph: Alberni Valley Times.

Captain J.R.C. Peterson has written to say that when "Cape Grenville" was at Port Alberni, B.C. in June a cocktail party was held on board during the evening of the 18th of that month to which were invited a large number of guests who are prominent in that area.

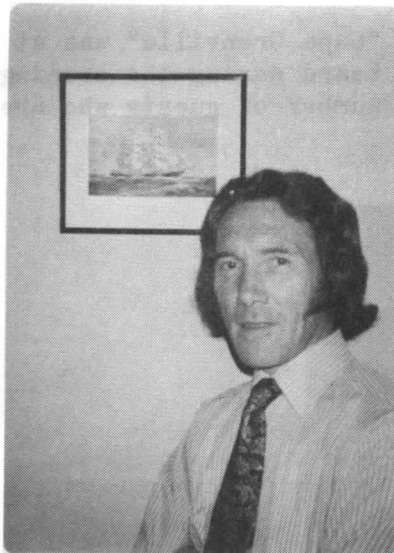


Mr. Bryce Blake and Mr. R. Hartley, Chief Engineer

During the function Mr. Bryce Blake, Chairman of the Port Alberni Harbour Commission, gave a short speech and then presented Captain Peterson with an Indian sweater and, following this, Mr. Loran Jordan, a Commissioner of Port Alberni Harbour Commission, and a former Mayor of Port Alberni, presented the ship with a maiden voyage citation and an aerial photograph of the Port Alberni area. In response, Captain Peterson presented to Mr. Blake a ship's plaque and then invited all those who so wished to take a conducted tour of the ship. As at previous similar functions, Mr. Daddy and his Staff rose most commendably to the occasion and, without doubt, the guests had an enjoyable time.



Left to right : Mr. Loran Jordan, Mr. B. Kimble, Public Relations Officer of MacMillan and Bloedel Ltd., and Captain Peterson



Mr. James Brown

Jim Brown joined Scottish Ship Management as Data Processing Manager in October, 1970, coming from a background of D.P. experience in areas ranging from Heavy Engineering to Retail Furnishing.

He was at one time a keen motor-cycle scramble and car rally enthusiast, for the latter competing in a Mini Cooper, but like many other private enthusiasts, found that commercial interests tended to kill the 'sport'.

Jim is married and has two young children. The family live on the banks of the Firth of Forth at Charlestown, which is not far from Dunfermline.

Mrs. I. Dickie

Mrs. Dickie joined Scottish Ship Management on the 15th February, 1971 as Assistant Cashier. This was her first venture into the world of Ship-ping and she soon found it both interesting and enjoyable.

As she says, most of her free time is spent looking after her husband and two sons which does not leave much time for hobbies. However, she enjoys the occasional fishing trip with her family, although she does not fish herself (apparently her first effort at the sport ended by her throwing rod, reel and line into the sea - the lot having to be retrieved at low tide by her husband!) Now, she is content to sit on the rocks with the family dog unravelling "birds' nests" which, to the uninitiated, are fankles of fishing line.



Mr. R.H.B. Gardiner

Robert Gardiner joined Scottish Ship Management in 1970 as Fleet Programmer, his present position.

After attending Jordanhill College School, Glasgow, he went to Aberdeen University, from where he graduated.

Robert's sporting interests lie in the direction of football and golf - the latter being a game he plays to good effect, as has been shown in the Office Golf Competition.

Robert is married and lives in Bears-den, Dunbartonshire.



by

David Moreby

If one were to ask 100 committed shipping people what their industry is all about, one would get a hundred different answers. Is the shipping industry so large, so old and so complex that, like Shakespeare's Cleopatra, it beggars all description?

What is a Ship?

To the poet, a ship is tall and splendid floating around on a painted ocean, while to the novelist it is a setting for romance or adventure. But, to the new recruit, his first ship is much bigger - and rustier - than ever he imagined it would be. To the older seafarer, a ship is either good or bad (there are no ships in between) and, no matter what she is like, his present ship can never be as good as his last one. To the social scientist, she is a place in which men can be observed working and living together, 24 hours a day, for weeks on end.

There are other people whose views are equally valid. The shipyard manager sees each newbuilding as one on which he is bound to lose money and on which the owner is bound to make a profit as her value appreciates. The lady sponsor sees the launching as a thrilling excuse for a new dress, a pleasant luncheon and a beautiful brooch while, to the shipyard workers, the launching creates a big, vacant and unfamiliar gap on the slipway.

The owner sees his new ship as a costly risk which maximises his debt/equity ratio and which is bound to cause negative cash flows unless carefully attended; his naval architects see it as their pride and joy, incorporating all the latest technical devices and as indisputedly deserving a mention in one of the technical journals. His deck and engineer superintendents see the new ship as something far more advanced than they ever served in and as incorporating all the best work study and maintenance techniques designed to avoid breakdowns and high overtime payments. Once the ship enters service, all realise that running costs escalate far quicker than they ever imagined.

The banker making the loan for the purchase of the ship sees it as a very large chunk of cash or, if the ship has been leased, the lessor sees it as a very effective tax reduction mechanism. The underwriter sees the ship as a very costly piece of property which is bound to wipe out his whole year's premium income if it has a fire in the engine-room. The broker sees it as something which is never in quite the right position to obtain the highest prevailing charter rates.

But is there not something more to a ship than the consensus of all those views? Maybe the little boy gazing at the stern of a departing ship glimpses the reality of what ships are all about.

What is a Voyage?

To the navigator it may be the shortest distance between two ports but to the rest of the crew it is the elapsed time between two receipts of mail from home. To the layman, it is the picturesque route between one exotic port and another.

To the operations manager it is usually something which takes longer than expected and it always terminates at a port where stores are more expensive than anywhere else in the world. To the chartering manager it is the period during which he is forced to accept lower rates just to position the ship while, to the broker, the ship always arrives a bit too close to her cancelling date for comfort.

To the accountant, the voyage is yet another accounting period while, to the financial manager, the voyage always forces him to spend more than he intended of a particular currency. To the personnel manager, it is the period of time left to consider recruiting a new crew and to plan reliefs and air flights.

But isn't each voyage still further evidence that the world is a pretty small place?

What is a Shipowner?

To seafarers, everyone who works in head office is a b----- shipowner making fat profits and going home to the bosom of his family every night but, to the banker, the shipowner is someone who asks for a loan at ridiculously low rates and with insufficient security. To the shipbroker, he is the man who must be taken to lunch and whose son must be taken into the office for training and experience while, to the shipyard manager, the shipowner is the man who must be persuaded that no labour disputes ever occur in his yard.

To the equipment manufacturer he is the man who takes the final decision on which items are to be installed in the newbuilding while, to nautical schools, the shipowner is the personnel manager who sits on the training boards.

To the shareholders, the shipowner is the company chairman who is supposed to have a large and infallible crystal ball - he is expected to be clairvoyant on trends in the freight and sale-and-purchase markets. To the Bank of England, he is the man who is forever seeking special permission to use foreign currencies and yet who is always up against insurmountable difficulties when it comes to transferring foreign earnings back to this country.

But is this all? Is he not someone who looks upon his ships as things a little more special than factories and office blocks?

What is a Seafarer?

To his wife and children, the seafarer is someone who is always away while to his starry-eyed girl friend he is the one person who saved the ship in the last voyage. To the foreign shopkeeper he is the one who rushes into the shop and buys the first thing he sees while to the air hostess he is the passenger, third from the back, too tired to do anything except lift a glass.

To the personnel manager, the seafarer is the one who never expresses quite enough rapturous thanks when called back to join a ship before the expiration of his leave and who gets his own back by telephoning from London Airport at 3 a.m. to say that he has arrived and needs some money.

To the shipowner, the seafarer is the employee who is never satisfied with single berth accommodation, high wages and good food and who usually leaves the sea before the retirement age planned for him.

But to his fellow shipmates, the seafarer is one who knows how to do his job, who pulls his weight, who tolerates idiosyncrasies in other seafarers (but never in shore people) and who is never too absorbed in a hobby to avoid socialising with others on board.

What is a Shipbroker?

Many seamen have hazy notions about shipbrokers somehow being concerned with arranging charters and some text books still portray the broker as waiting passively on the floor of the Baltic until approached by shipowner or charterer.

To the shipowner, the broker is one who gets his commission far too easily while, to the active chartering manager, the broker is one who always seems to hear of things well in advance of everyone else. To the oil majors, brokers are people who must be telephoned in strict pecking order when additional tonnage is required while, to major overseas charterers, brokers are people who fly in towards the end of each year to entertain them and to ask which other brokers have called. To the restaurant owners of London, Oslo and Tokyo, brokers are people with very healthy appetites and, to their wives, they are men who always arrive home late and go straight to the telephone.

What is a Shipping Financier?

The text-books tell us that he is a man who makes simple loans to shipowners at fixed interest rates against the security of the ship and its long-term charter.

To the seafarer, the financier is a somewhat remote and obscure devil who makes a handsome profit out of the seaman's labours and disrupted home life. To the shipyard manager, he is the one who asks too many awkward questions about the establishment charges and escalation clauses in the building contract. To the underwriter, he is the one to whom the insurance policy is assigned and, to the time charterer, he is the one to whom charter hire must be paid.

To the established shipowner, the financier is the one who is fairly ready to lend money in the form of a package so complicated that it is only years later that the owner realises the financier is getting 14 per cent to 16 per cent return on his investment compared with the owner's 8 per cent. To the entrepreneurial owner, the financier sought out is the one who does not yet know much about shipping and who is a soft touch for a loan!

And, What is a Layman?

He is one who thinks :

that the flag on the stern of a ship indicates the nationality of her owner;

that the best way of making money out of shipping is by carrying cargo or passengers.

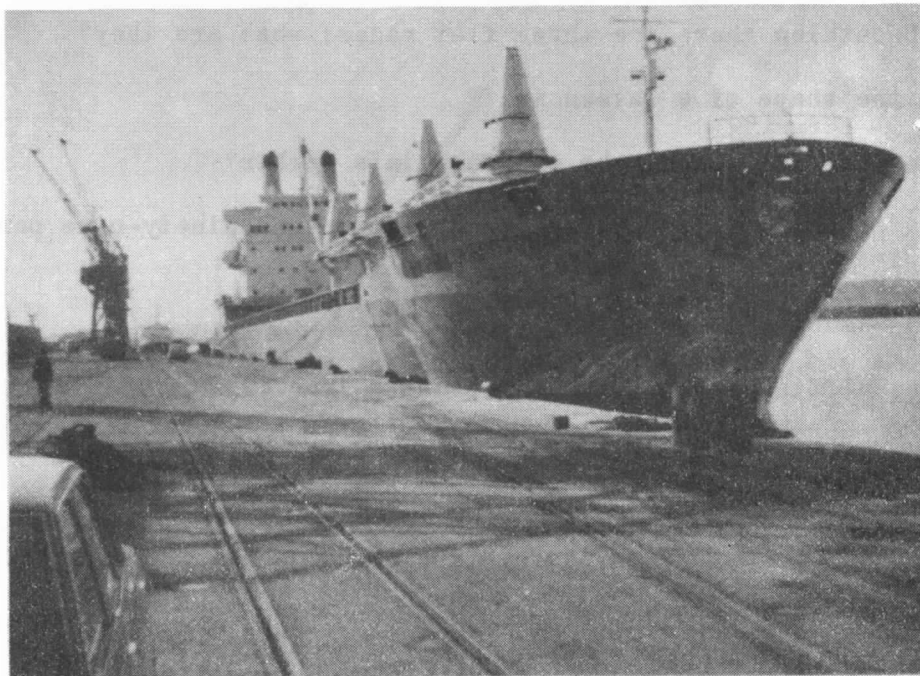
that crews have plenty of time off in port and that the ports visited are full of interesting sights and entertainments;

that a ro,ro is an exercise machine in a gymnasium and that a po,po is something twins keep under their beds.

What IS shipping all about?

The foregoing article originally appeared in Lloyd's List of Friday, 4th May, 1973 and we are indebted to the Editor of that Publication, and to the author of the article, Mr. David Moreby, for permission to reproduce it in TRIAD.

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A photograph of "Baron Ardrossan" at Maydon Wharf, Durban in July, 1973. This has been sent to us by Mr. Robert Irving who, readers will recall, was with H. Hogarth & Sons Ltd. and latterly with Scottish Ship Management Ltd. until May, 1971 when he left to take up residence in Durban, South Africa.

Q U I Z

1. Three very well known paintings are The Fighting Temeraire; Rain, Steam and Speed; and Fire at Sea. Name the artist who painted them.
2. Where is the source of the Mississippi River?
3. Sir Francis Beaufort was a British admiral with no particular sea battle associated with his name. However, his name is perpetuated - in what way?
4. Who wrote The Forsyte Saga?
5. Which is the longest Welsh river which runs its course entirely in Wales?
6. What is the name given to the fear of wide open spaces?
7. Pan was part man and part animal. Which animal?
8. Where is to be found the most northerly point of Roman occupation in Britain?
9. A British Prime Minister has two official titles: one, of course, is Prime Minister, what is the other?
10. What is a lepidopterist?
11. What is a 'maiden assize'?
12. Which gas is made with the Haber-Bosch Process?
13. Who put to sea in a beautiful pea-green boat?
14. Name the hill defended by King Harold against the Norman invaders.
15. In the Decathlon there are three flat races; what are they?
16. What is the shape of a lateen sail?
17. In Shakespeare's Hamlet, who was Ophelia's father?
18. Who said: 'Genius is one percent inspiration and ninety-nine percent perspiration'?
19. What did Samuel Colt patent in 1836?
20. What disqualifies the mayfly from being a true fly?

(Answers on Page 33)



The Shipping Press recently gave news of an interesting conversion.

The turbine tanker "Esso Montevideo", of 26,500 tons, has been rebuilt into a tank-cleaning installation and is now stationed at Hjartholmen, outside Gothenburg, Sweden, and has been given the name "Renare Hav" which is the Swedish for "Clean Seas".

OBO (Ore/Bulk/Oil) vessels and tankers in Scandinavian waters and ships entering Swedish yards for repair or overhaul are expected to make use of this new facility, which solves two serious problems : oil being pumped overboard at sea and thereby causing pollution, and the risk of fire and/or explosion during ship repairs in the region of dirty oil tanks.

It is estimated that the "Renare Hav" will be able to accept about 400,000 tons of oil-contaminated water a year from ballast and slop tanks and the oil separated from this contaminated water could amount to 6,000-8,000 tons.

An installation of this type scores in that, because it floats, it is therefore mobile and can be towed to vessels lying in the roads or to ships in distress, although normally the "Renare Hav" will remain moored at Hjartholmen.

HOW ABOUT THIS PACKAGE HOLIDAY?

Those readers who can stretch to more than two weeks holiday may be interested to learn that the "Queen Elizabeth 2" will be commencing a round-the-world cruise in January, 1975 - sailing out from Southampton on the 4th of that month. From that port (and Cherbourg) she will sail to New York and Port Everglades before proceeding to the Caribbean and South America and after that will circumnavigate the globe in an easterly direction, calling at over twenty ports in Africa, the Indian Ocean, India, the Far East and visiting Honolulu and Los Angeles before sailing for Central America. She will then pass through the Panama Canal (the first time she has transitted the Canal) for the return to the East Coast of the United States and Southampton.

This will be the "QE2's" maiden world cruise and, rather surprisingly, the first time a "Queen" has circumnavigated the globe in a commercial capacity. The "Queen Mary" and "Queen Elizabeth"(1) voyaged world-wide during the Second World War but at that time were, of course, engaged in carrying troops.

Anyone contemplating the trip had better move quickly, for the passenger-list is being restricted to 1,500. The prices range from a minimum of £2,070 to £6,830 for deluxe rooms on One Deck, although a luxury verandah suite on the Signal and Sports decks could range between £7,870 and £8,510 and a real piece of one-upmanship could be achieved by booking one of the two new suites - the Trafalgar or the Queen Anne - at £35,900! The cruise lasts for ninety-one days.

Fairplay International Shipping Journal has a regular feature written by Mr. Laurence Dunn entitled 'Of Shoes and Ships...' which is undoubtedly always read with interest by many and that appearing in the issue of 16th August, 1973 was of particular interest. It is reproduced here with the kind permission of Mr. Dunn and the Editor of Fairplay.

HOGARTH MARK-BACK

By coincidence, news that various of the Hogarth "Baron - ", Lyle "Cape - " and Lambert "Temple - " fleets are to be re-engined was promptly followed by the sighting of an elderly Turkish ship in the Bosphorus. Now named "Halis Kalkavan", she has the distinction of being the oldest survivor of the many "Barons" owned over the years by H. Hogarth & Sons Ltd. A single-decker of 5,659 tons deadweight, she is currently owned by Ziya Kalkavan Koll.Sti., Istanbul. (She was bought by that firm in December, 1958 - Ed.).

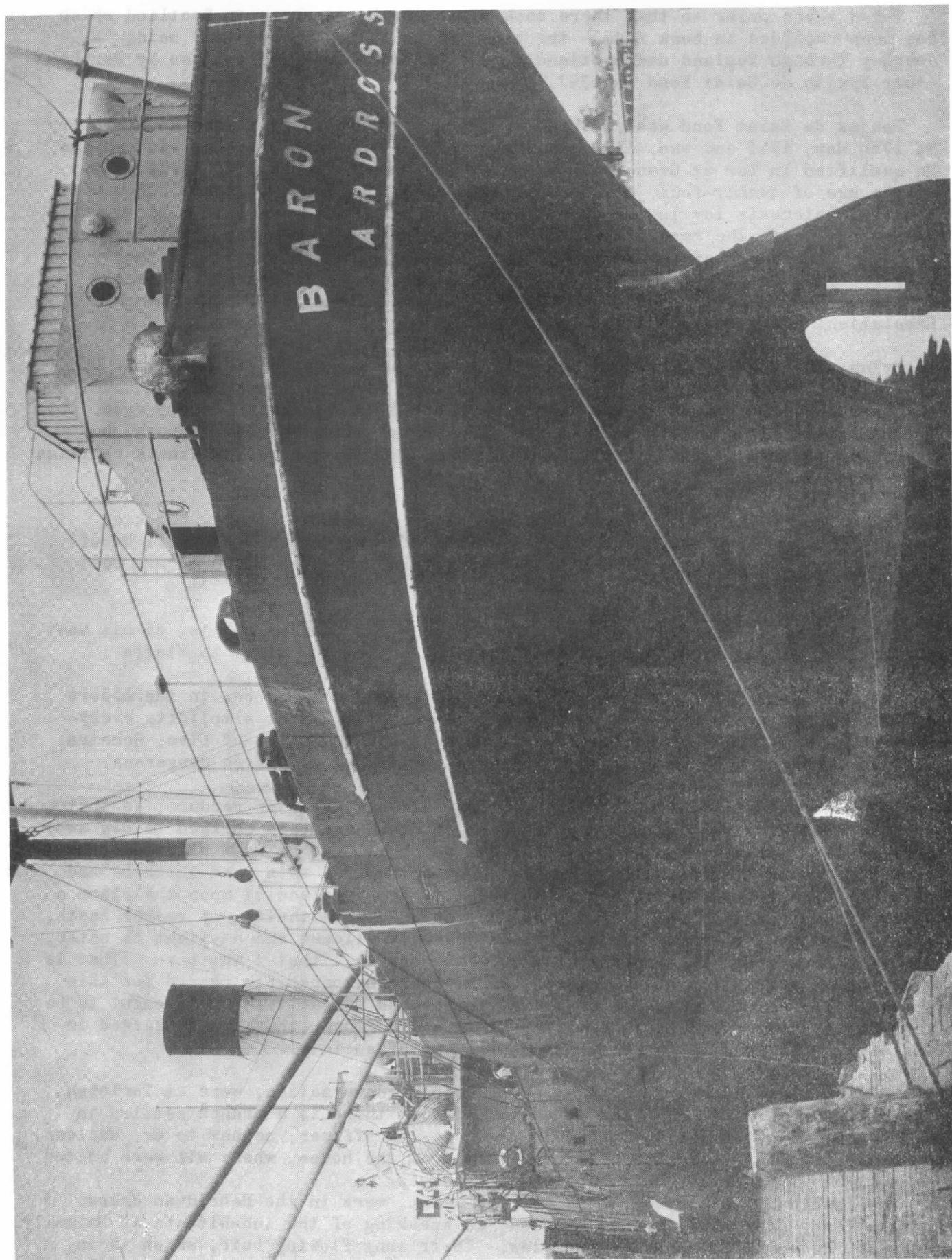
Originally the "Baron Graham", she was built in 1925 by Napier & Miller, her engines coming from David Rowan. Sold in 1950 to Schulte & Bruns, she traded for four years as the "Hermann Schulte" before becoming the "Huseyin", owned at Istanbul by Riza ve Aslan Sadikoglu Ortaklari Komandit. Sale to her present owners took place about 1959. (See above - Ed.). Apparently well maintained, she has been little altered externally and still retains her original triple-expansion machinery.

So one is led back to the ambitious building programme initiated by H. Hogarth & Sons fifty years ago. Then, in 1923, their fleet comprised twenty ships, the smallest being the "Baron Renfrew", 3,180 tons deadweight, (The first to bear the name, built 1910, sold to China 1932, subsequently sunk as a blockship in the River Yangtse, August, 1937 - Ed.), and the largest the "Baron Inchcape", a 12,000-ton shelter-decker, (the second to bear this name - the first having been sold on the stocks in 1916 - built in 1917 and sold to Turkish owners in 1952 - Ed.). But late that year (1923) the company took delivery of the "Baron Glenconner" (1), 5,300 tons deadweight. She was the first of nearly thirty ships built over a seven-year period, all of them virtually alike as to size and appearance with a single deck, three islands and counter-type sterns. The orders were widely distributed among Clydeside yards, those involved being the Ayrshire Dockyard (ten ships), Lithgows (six), D. & W. Henderson (five), Napier & Miller (four) and Dunlop Bremner (three). In addition, Wm. Hamilton & Co. contributed the "Baron Dalmeny", of 1924, she being the only motorship in the series.

According to a contemporary description, the steamers had an i.h.p. of 1,500 and a daily coal consumption of about twenty tons. Construction of the counter-stern series was followed in 1930-33 by that of four slightly larger three-island steamers which differed externally in having cruiser sterns. In 1935 there came the first of a much larger type, shelter-deckers with a top-gallant forecastle. The last of the three-island series, the "Baron Ramsay", was kept until 1959. Within ten years the last of the conventional shelter-deckers had been sold, since when the fleet has consisted of engines-aft bulk carriers.

Remarkable though it is, the forty-eight year career of the ex-"Baron Graham" is eclipsed by another, seen an hour or so later in the Golden Horn, this being the "Fevzi-Kalkavan". Now a motor-coaster of 290 tons deadweight and owned locally by Ibrahim Kalkavan ve Ziya, she was built seventy years ago by Cochrane of Selby - as the steam-trawler "Reliance". As such she was based in turn at Milford Haven and Fécamp before going to Turkey in about the late 'twenties'. There she has borne several names, taking her present one in 1958.

The accompanying photograph of "Baron Graham" was taken in 1937 and at the time she was loading a cargo of scrap at Tampa, Florida.



S.S. "Baron Graham"

TRIAD number seventeen included, it will be recalled, an account of a 'ramble' taken by four lads in 1787 from Edinburgh as far north as Dunkeld, thence west to Loch Lomond and Dumbarton and back to Edinburgh by way of Glasgow.

Three years prior to that there took place another journey in Scotland which has been recorded in book form - the book, which is in two volumes, being 'A Journey Through England and Scotland to the Hebrides in 1784' written by Barthelemy Faujas de Saint Fond in 1797.

Faujas de Saint Fond was a Frenchman, born at Montelimart in the Rhone Valley on 17th May, 1741 and who, like the author of the previous article, studied Law. He qualified in Law at Grenoble University and proved his ability early on for, at the age of twenty-four, he became President of the Senechal Court. However, his real interests lay in the direction of Natural History and, more particularly, in Geology, with the result that he switched his career from Law to Geology and, in fact, he was one of the very first, if not the first, Geologist to receive wide recognition. Subsequently, he became a Professor of Geology in his own country, even receiving the blessings of the Revolutionaries in the French Revolution. He died in 1819.

Being a Geologist, it is not surprising that he was aware of the Island of Staffa with its distinctive columnar cliffs, and in particular Fingal's Cave, and was therefore determined to see this remarkable formation with his own eyes. This island became his ultimate goal in the journeyings described in his book, but being highly intelligent and a keen student of life in general, the book contains many interesting - and amusing - observations.

This is no place to discourse on his geological pronouncements, but his descriptions of some aspects of Scottish life of that period might well be of interest and his comments on a bagpipe competition which he attended are well worth repetition.

First of all, his remarks concerning the home, and eating habits, of his host Mr. Maclean of Torloisk, Mull, where he stayed during the visit to Staffa :

"Mr. Maclean of Torloisk has erected a commodious habitation, in the modern style, without parade, but in which great neatness and quiet simplicity everywhere prevail. It commands a view of the sea, and the isles of Ulva, Gometra, Staffa, Iona and a crowd of rocks, which make navigation here so dangerous.

"This house is situated on a dry platform without trees or verdure; so that to make himself a small kitchen-garden, Mr. Maclean has been obliged to dig away part of the volcanic rock, on which he has put soil brought from elsewhere; he showed me several difficult and expensive operations of this kind which he had carried out. On my asking why he suffered to remain standing upon the place a kind of large cottage built of dry stones, covered with thatch, or rather heath, and lighted by two narrow windows, which scarcely allowed the daylight to enter, "It was there", Mr. Maclean answered me with emotion, "that I was born. That is the ancient habitation of my fathers; and I feel inexpressible regard for this modest site, which reminds me of their virtues and frugal life". It ought to be remarked that Mr. Maclean is a man of birth and fortune, that he has served in the army, made long voyages, and knows the way of society.

"Several ladies from Edinburgh, of agreeable conversation, were at Torloisk. One of them, a relation of the Melforts, of whom there is a branch settled in France, was a woman of talents and education. An officer, nephew to Mr. Maclean, with two of his friends, was also on a visit at the house, where all were united in delightful bonds of confidence and friendship.

"Mr. Maclean's domestics, both men and women, were in the Hebridean dress. I have already described that of the man, in speaking of the inhabitants of Dalmally. That of the women is much less complex. Their long flowing hair, which is in general black, forms the only ornament of their heads. Some of them, probably from coquettishness, keep it back with a simple woollen fillet of different colours, among which red and green are invariably predominant. Their chaussure is economical; for they wear neither shoes nor stockings; and in spite of the length of the winter, and the incessant wetness of the climate, though they go with their feet bare and their heads uncovered, they yet have very fine teeth.

Their dress consists of a bodice, or rather a kind of vest, and a woollen petticoat in large checkers of red, green and brown, shaded with blue. This stuff is the general and favourite material used by the Highlanders, serving alike for men and women. It is for the most part not manufactured in the Highlands. It is known as 'Tartan'.

"In England they eat very little bread; but there were three different kinds used at Mr. Maclean's table. The first, which is a luxury for the country, is sea-biscuit, which vessels from Glasgow sometimes leave in passing. The second is made of oatmeal, kneaded without leaven and then spread with a rolling pin into round cakes about a foot in diameter and the twelfth part of an inch thick. These cakes are baked, or rather dried, on a thin plate of iron hung over the fire. This is the principal bread of such as are in easy circumstances. The third kind, which is specially appropriated to tea and breakfast, in the richer families of the isles, consists of barley cakes, always without leaven, and prepared in the same manner as the preceding, but in leaves so thin that after spreading them over with butter, one can easily fold them double; which is not unpalatable to those who are fond of this kind of dainties.

"At ten in the morning, the bell announces breakfast. All repair to the parlour where they find a fire of peat, mixed with pit-coal, and a table neatly served and covered with the following dishes :

Slices of smoked beef.

Cheese of the country and English cheese, in trays of mahogany (the former has been described as 'very indifferent' and the latter was usually Cheshire).

Fresh eggs.

Hash of salted herring.

Butter.

Milk and cream.

A sort of pap, of oatmeal and water (porridge). In eating this thick pap, each spoonful is plunged alternately into cream, which is always alongside.

Milk mingled with the yokes of eggs, sugar and rum. This singular mixture is drunk cold and without having been cooked.

Currant jelly.

Conserve of myrtle, a wild fruit that grows on the heaths (blaeberry jam).

Tea.

Coffee.

The three sorts of bread above-mentioned.

Jamaica rum.

"Such is the style in which Mr. Maclean's breakfast-table was served every morning, while we were at his house. There was always the same abundance, and I noticed in general, no other difference than in the greater or less variety of the dishes.

"At four o'clock they sit down to dinner. Here is the menu of the meal which I noted exactly in my journal.

1. A large dish of Scottish soup, composed of broth of beef, mutton, and sometimes fowl, mixed with a little fine oatmeal flour, onions, parsley, and plenty of pease. Instead of slices of bread, as in France, slices of mutton and the giblets of fowls float about in this soup.
2. Black pudding made with bullock's blood and barley flour, seasoned with plenty of pepper and ginger.
3. Slices of beef, broiled; excellent.
4. Roasted mutton of the best quality.
5. Potatoes done in the juice.
6. Sometimes heath-cocks, wood-cocks or water-fowl.
7. Cucumbers and ginger pickled with vinegar

8. Milk prepared in a variety of ways.
9. Cream with Madeira wine.
10. Pudding made of barley-meal, cream, and currants (raisins de Corinthe), and cooked in dripping.

"All these various dishes appear on the table at the same time; the mistress of the house does the honours and serves everybody.

"There is no delay in drinking the first toast; it is again the mistress who is charged with this ceremony. A large glass filled with port-wine is presented to her; she drinks the first to the health of all the company, and passes the glass to one of the persons who sit next to her; and thus from one to another the glass makes the round of the table.

"The side-board is furnished with three large glasses, one for beer, another for wine and the third for water, when anyone asks for it unmixed, which is not often. These glasses are common to all the table; they are never rinsed, but merely wiped with a fine linen cloth.

"The dessert, from the want of fruit, consists usually only of two sorts of cheese, that of Cheshire, and that of the district.

"The cloth is removed after the dessert and a table of well polished mahogany appears in all its lustre. It is soon covered with fine decanters of English glass, filled with port, sherry, or Madeira, and with large bowls of punch. Small glasses are then distributed in profusion to everyone. In England, the ladies leave the table the moment the toasts begin. The custom is not precisely the same here; they remain at least half an hour after, and justly partake of this merry feast wherein, formality being laid aside, Scottish frankness and good humour have full room to show themselves.

"The ladies then left us to give their orders for tea. They were absent but a short time and returned in about half an hour. The servants then brought in coffee, slices of buttered bread, butter, milk, and tea. Music, conversation, reading the news, though somewhat old by the time they reach this, and walking, when the weather permits, fill up the rest of the day which is thus quickly brought to a close. But, what is perhaps a little unpleasant, is that at ten o'clock one must again take one's seat at table and share until midnight in a supper of nearly the same kind as the dinner, and in no less abundance."

At a later stage in his book, Faujas de Saint Fond comments at some length on his visit to Edinburgh and, amongst other things, describes meeting Adam Smith, who introduced him to one aspect of the musical circles of that city.

"He (Adam Smith) asked me one day whether I was fond of music? I answered that it formed one of my chief delights, when ever I was so fortunate as to hear it well executed. "So much the better", he said; "I shall put you to a proof which will be very interesting for me; for I shall take you to hear a kind of music of which it is impossible you can have formed any idea, and it will afford me great pleasure to know the impression it makes upon you".

"Next morning at nine o'clock, Smith came to my lodgings. At ten he brought me to a spacious concert-room, plainly but neatly decorated, and full of people. I saw, however, neither orchestra, musicians, nor instruments. We sat waiting for more than half an hour. A large empty space in the middle of the room was surrounded with benches which were occupied by gentlemen only; the ladies were dispersed among the other seats. "These there", said he, alluding to the gentlemen who sat in the middle, "are the judges of the competition which is about to take place among the musicians. Almost all of them are landlords living in the Isles or Highlands of Scotland; they are thus the natural judges of the contest; they will award a prize to him who shall best perform a piece of music which is a favourite with the Scots. The same air will be played by all the competitors, no matter how many of them there may be".

"A few moments later, a folding door opened at the bottom of the room and to my great surprise I saw a Scottish Highlander enter, in his costume of Roman soldier, playing upon the bagpipe, and walking up and down the empty space with

rapid steps and a military air, blowing the noisiest and most discordant sounds from an instrument which lacerates the ear. The air he played was a kind of sonata, divided into three parts. Smith begged me to give it my whole attention and to tell him afterwards the impression it made upon me.

"But I confess that at first I could distinguish neither air nor design. I only saw the piper marching always with rapidity and with the same warlike countenance. He made incredible efforts both with his body and his fingers to bring into play at once the different pipes of his instrument, which made an insupportable uproar.

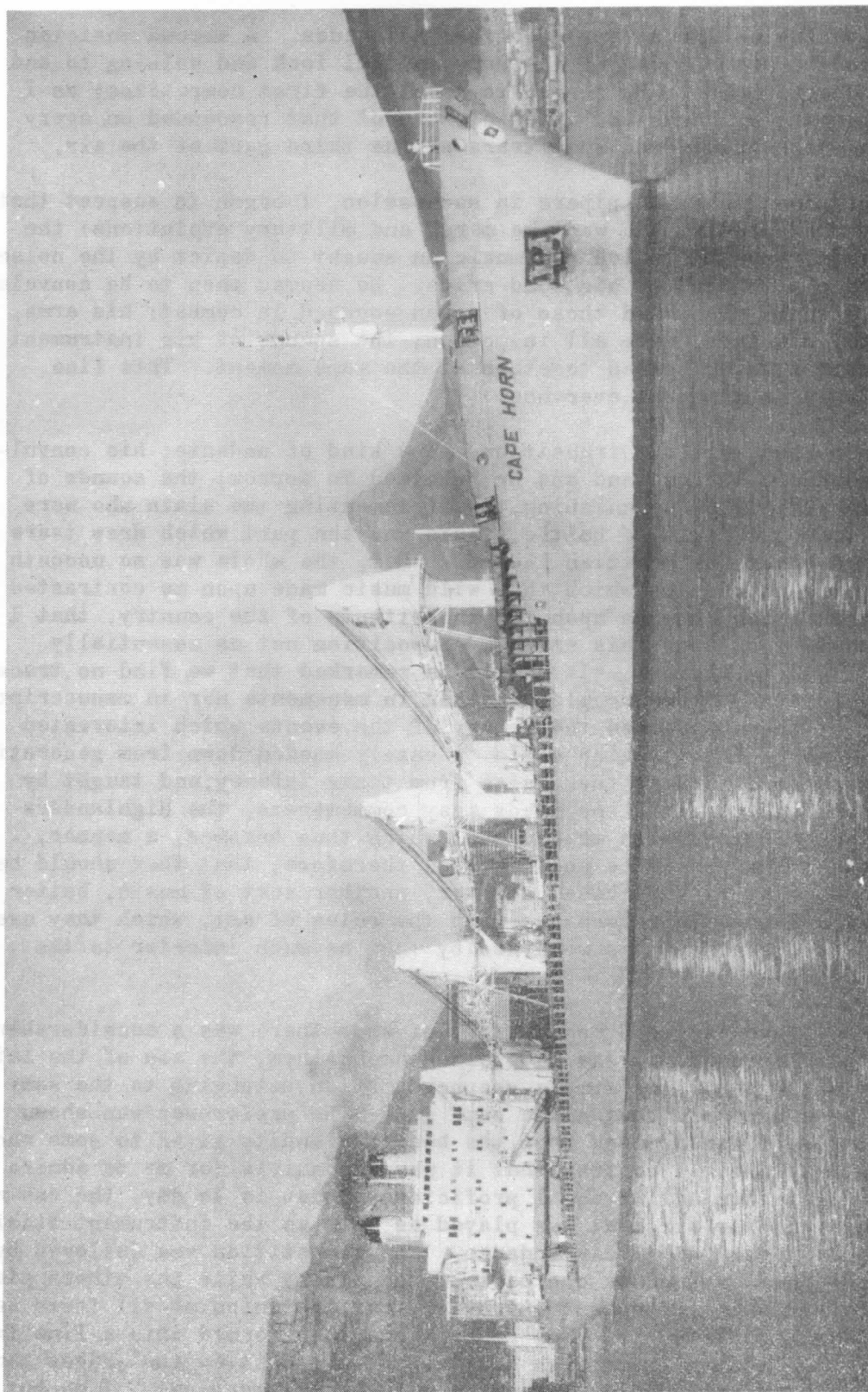
"He received nevertheless great applause from all sides. A second musician followed alone into the arena, wearing the same martial look and walking to and fro with the same haughty air. He seemed to excel the first competitor; as I judged from the clapping of hands and cries of 'bravo' that resounded on every side; grave men and high-bred women shed tears at the third part of the air.

"After having listened to eight pipers in succession, I began to suspect that the first part was connected with a warlike march and military evolutions; the second with a sanguinary battle which the musician sought to depict by the noise and rapidity of his playing and by his loud cries. He seemed then to be convulsed; his pantomimical gestures resembled those of a man engaged in combat; his arms, his hands, his head, his legs, were all in motion; the sounds of his instrument were all called forth and confounded together at the same moment. This fine disorder seemed keenly to interest everyone.

"The piper then passed, without transition, to a kind of andante; his convulsions suddenly ceased: he became sad and overwhelmed in sorrow; the sounds of his instrument were plaintive, languishing, as if lamenting the slain who were being carried off from the field of battle. This was the part which drew tears from the eyes of the beautiful Scottish ladies. But, the whole was so uncouth and extraordinary; the impression which this wild music made upon me contrasted so strongly with that which it made upon the inhabitants of the country, that I am convinced we should look upon this strange composition not as essentially belonging to music, but to history. It should be remarked that we find no trace of a written language among these people, neither in monuments nor in manuscripts; whence I presume that they consigned the memory of the events which interested them most to this kind of chant, which could be easily handed down from generation to generation. Accustomed to hear these airs from their infancy, and taught by their parents to connect them with the deeds they commemorate, the Highlanders have imperishable associations with this music, which thus becomes, a manner, sacred in their eyes. There need be no surprise, therefore, that they should be so passionately fond of it. They have, however, another sort of music, better adapted for singing and more in accordance with the rules of art, which they use in their dances and songs; but it is regarded by them as much inferior to the first kind.

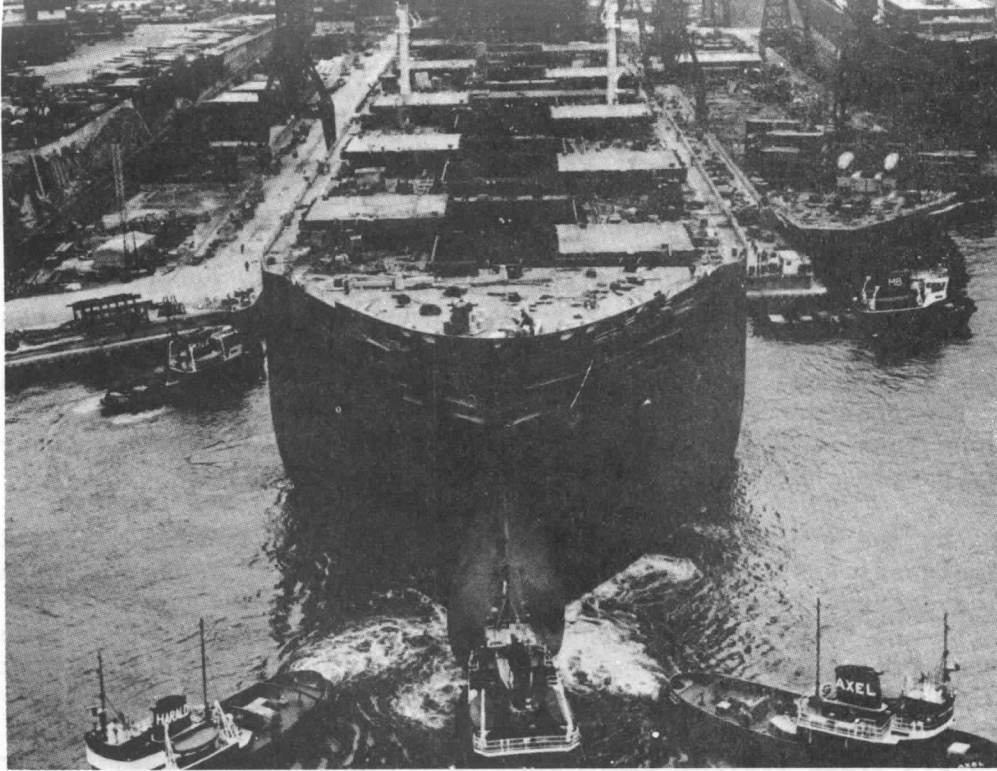
"The same air was played by each competitor, of whom there was a considerable number. The most perfect equality was maintained among them; the son of the laird stood on the same footing with the simple shepherd, often belonging to the same clan, bearing the same name and having the same garb. No preference was shown here save to talent, as I would judge from the hearty plaudits given to some who seemed to excel in that art. I confess that it was impossible for me to admire any of them. I thought them all of equal proficiency; that is to say, the one was as bad as the other; and the air that was played as well as the instrument itself involuntarily put me in mind of a bear's dance. The competition was followed by a lively and animated dance, formed by one part of the pipers while the others played suitable airs which had some melody and character; but the union of all these bagpipes produced an unbearable noise. The competitors then formed into a line two deep and marched to the foot of Edinburgh Castle. At the Castle, the judges had to decide the winner, the prize being a bagpipe with ivory mountings. I do not know how far back the institution of these prizes goes, or whether it has always taken place in Edinburgh, but they told me in Mull that there had been a college of bagpipers there further back than memory and that McRimmon kept a similar school in Skye".

In conclusion, it should perhaps be stressed that the views on bagpipes expressed by Faujas de Saint Fond are not necessarily held by the producers of TRIAD!



"Cape Horn" at Cape Town

A photograph taken by J.K. de Vries, Federal Building, Foreshore, Cape Town. Mr. De Vries also has available photographs of "Baron MacLay", "Baron Forbes", "Baron Inchcape", "Baron Renfrew", "Baron Cawdor", "Cape Sable", "Cape Clear", "Cape St. Vincent" and "Cape York". These photographs can be obtained from Mr. de Vries at a cost of £1.15 each.



A photograph of the world's largest dry-cargo ship - Yard No. 665 - being floated out of Erikbergs MV, Gothenburg Yard where she was built in their 500,000-t building dock. She has been built for the Brostrom Group.

Her deadweight is 280,000 tons and she is designed as an oil/ore carrier. She is 1,105.6 feet overall in length, has a beam of 178.8 feet and a molded depth of 95.1 feet. Her draft is 70.4 feet and the height from the keel to the top of her funnel is 187 feet.

The propulsion machinery consists of a single Eriksberg/Burmeister and Wain diesel developing 41,000 b.h.p., which will give the ship a speed of sixteen knots. The main engine alone weighs 1,600 tons and the weight of steel in the hull is 34,000 tons. When fully fitted-out, the ship's total weight will be 40,200 tons.

Other massive components are the propeller, which weighs forty-nine tons, the rudder eighty-one tons, and each anchor twenty-three tons and, a final statistic the quantity of ore the ship can lift would fill a unit-train over nineteen miles long!

From the largest dry-cargo ship in the world, we move to the largest ship in the world. This is the 483,664 deadweight ton tanker "Globtik Tokyo", recently completed by the Kure Shipyard of Ishikamajima-Harima Heavy Industries for Glob-tik Tankers Limited of London. The ship is registered in London. Her overall length is 1,243 feet, her beam 203 feet and she has a molded depth of 118'11".

The economic reason for these vast vessels is amply demonstrated when it is realised that the "Globtik Tokyo's" cargo capacity equals that of more than thirty T-2 tankers of World War Two vintage (and which, in their time, were considered quite sizeable ships!) and this with a crew of only thirty-eight!

The ship's draft is almost ninety-two feet and for this reason when sailing to Japan from the Persian Gulf (her normal employment) she will require to pass through the Lombok Straits (between Bali and Lombok Islands) as there is insufficient depth of water in the Malacca Straits.

Her propelling machinery is a 45,000 s.h.p. turbine unit giving a service speed of 14.68 knots. She is fully equipped with such labour-saving equipment as a Doppler docking-system, anti-collision marker radar, navy navigational satellite system, inert flue gas system, a telex system and elevators. She is the first of two similar vessels being built for Globtik Tankers - the second is now being built at the same yard.

Two comparisons with "Yard No. 665" are of interest : The tanker's propeller, which is five-bladed, weighs sixty-seven tons and her rudder 250 tons.

After a long, hot and tiring flight which started from Glasgow on the Saturday morning and ended in Tokyo on the Sunday evening Robert Trythall and I were very pleased to see the smiling face of Dodwell's 'travel man' at the airport.

During the first week we worked extremely hard and the thought of a weekend off was unusually welcome. When I say that we worked extremely hard I mean it and only those who have tried to make four business calls in a day to visit complete strangers, some of whom could speak very little English, and not to mention the hourly battle with a fresh taxi-driver - complete in white gloves - who certainly did not speak any English, plus a very hot and humid climate, will understand. Here I would like to acknowledge the tremendous assistance we received from numerous members of Dodwell's staff and John Laws of Pacmarine. It is safe to say that without their introductions to the 'right' people, our visit would have been impossible.

As I say, by the time Saturday came we both felt we had earned a little relaxation and accordingly set off for Kyoto, the ancient capital of Japan which is some three hundred miles distant from Tokyo. We had asked Captain Matsumoto if he would show us round the city and he willingly agreed to do so. Those of you who have visited Osaka will know that Captain Matsumoto manages the Dodwell office at that port and is very pro-S.S.M. At 9 a.m. sharp our faithful 'travel man' was at the Palace Hotel to take us to the station and to see that we boarded the right train. This train was the 9.30 a.m. Bullet Train leaving Tokyo for Nagoya, Kyoto and Osaka. After boarding, we



R.T. 'cleansing the mouth' as mentioned in the text

were shown to our seats, given our tickets and got a friendly wave from our guide. On the stroke of 9.30, without any fuss or whistle-blowing, the massive twelve-coach cream and blue train left the station and quickly the speed increased as we accelerated through mile after mile of Tokyo suburbs. After perhaps ten miles, the speed was really 'turned on' and we glided along at a steady 130 m.p.h. (We knew this was the speed as there was a speedometer in the dining-car).

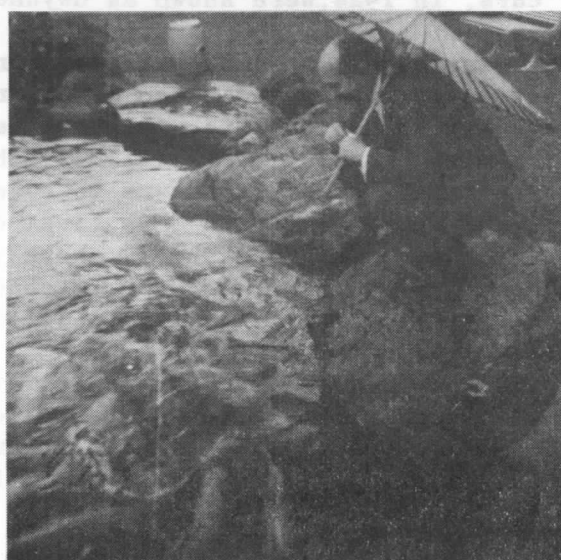
In no time I was fast asleep and was only awakened when asked to produce my ticket. As with British Rail, so in Japan, the ticket collector seems to have the habit of calling when one is asleep! I wonder, maybe they secretly delight in wakening passengers. This particular ticket collector, however, was different from his colleagues in Britain; obviously, on such a train as the Bullet Train, he is a man of considerable importance and, in fact, actually has a female assistant. The duties of his attractive assistant were to take the ticket from the newly-awakened passenger and place it in his white-gloved hand and then return it to the goggle-eyed passenger who had never seen such a performance before!

In no time, or so it appeared, the announcement was made that the train was approaching Kyoto and 'would passengers please take their luggage to the door ready to disembark as the stop would be a short one'. We stepped out onto the platform and soon recognised the familiar face of Captain Matsumoto. We exchanged greetings and then went by taxi to the American-style Miyako Hotel which was to be our base.

Following a very fine lunch, we were introduced to 'Lulu', a very attractive young lady who was to be our guide during our visit. She first took us to the Nanjenji Temple where she, followed by Robert (who was much in need of it!) cleansed their mouths (see the accompanying photograph) before proceeding to the various shrines. This particular temple was a Shinto Temple and our guide was of this faith. We soon found ourselves face to face with a grille where one was meant to throw in some money and then pray. Lulu asked what we would like her to pray for and the ever-bright Robert, as quick as a flash, said "Pray for happy engines for our ships" (I can hear a few friends seconding that with alacrity). She solemnly knelt down and did as requested. Before leaving the temple we were required to have the future foretold. This was done by paying a sum of money to an elderly gentleman seated behind a counter who handed us a brass drum which we shook vigorously and then upended. A brass rod then fell out of a hole in the base and this rod bore a number. My number was twelve and I was then handed a long sheet of paper upon which the future was written, in Japanese, of course. Robert Trythall immediately followed my example and also drew the number twelve. Obviously this would not do as both our futures could not be the same and he was immediately asked to draw again, when he drew eleven.

Captain Matsumoto was requested to translate from the Japanese and these are some of the forecasts from my sheet :

Travelling - Good: Business - Good: Removal of House - Do not hurry: Baby -



T.S.S. feeding the carp in Kyoto

Delivery easy (my wife was not amused!): Sickness - Not serious: Marriage - You will lose chance to marry due to your change of mind (again, my wife was not amused!).

As we left this particular shrine we were puzzled to see trees with little pieces of paper tied to the branches. Lulu explained that if our fortune story had not been a happy one, then we would have been required to tie the unhappy story to a good luck tree.

After visiting several other temples, a half-hour return to our hotel for a quick wash before going out for the evening was most welcome. Lulu appeared, resplendent in kimono, and we set off for an evening meal, Japanese style. Fortunately, the tables were set on what can be best described as a stage and were only some eighteen inches above the level of the stage. However, there was a drop of three or four feet through which the legs could dangle and this was a great relief compared with a previous meal at which I either had to sit with my legs straight out or else crossed, neither position feeling comfortable. Each table had a separate hot-plate and/or gas ring on which the food was cooked and then immediately served. My somewhat self-inflicted restricted diet proved an encumbrance; however, Robert Trythall was a willing recipient of such rejected items as shrimps, and other shellfish - at the same time taking his fair share of the soya bean sauce which, incidentally, I disliked. The actual meat was delicious, as were some of the vegetables. Nevertheless, on returning home, my first request was for mince and potatoes!

Our time in Japan went all too quickly and we were finally taken to the airport by Dodwell where, much to our pleasant surprise, there was a farewell party to see us off - no fewer than five Dodwell representatives. We were most impressed and very appreciative of this gesture of goodwill.

To date, fifteen motoring 'has-beens' have appeared in the pages of TRIAD - in Nos. 11 and 14 - and, for those who are interested, here are some more.

DORRIS : American - 1905 - 1926. A man by the name of George P. Dorris built cars between 1897 and 1905 which were known as St. Louis automobiles, but after 1905 they became known as Dorris. They were of a fairly advanced design - the earlier models having 4-cylinder engines which, in later years, gave way to 6-cylinder power units and the Dorris engine was used throughout the period of production - unlike many contemporary American makes, which bought in someone else's engine to fit in their cars. Latterly, Dorris produced high-quality cars, the large 1923 38-h.p., four door saloon being a high-priced 'prestige' machine fitted with an overhead-valve engine. The Dorris car ceased to be available after 1926.

ALBERT : British - 1920 - 1924. This was one of a large number of makes of car which appeared on the market after the First World War to satisfy the great demand for cars. It was a competent, but perhaps unexciting, vehicle, equipped with a 4-cylinder, twelve horsepower, $1\frac{1}{2}$ litre overhead-valve engine, a solidly-built but light aluminium body and - an unusual feature for smaller cars of the period - a four-speed gearbox. The engines were in fact built by Gwynne's Engineering Company of Chiswick and the last run of cars, in 1924, were known as Gwynne-Alberts.

LOHNER : German - 1896 - 1906. In 1896, the coach-building firm of Jacob Lohner & Company of Vienna was the first to commence production of motor-cars on any scale in Austria. The first Lohner cars had French engines, although very soon electric cars were built, using motors of their own manufacture. In 1898 Lohner engaged the services of a young engineer, by name Ferdinand Porsche, who was to become, many years later, one of the best-known names in the world of cars. His first design for Lohner used the principle of an electric motor at each front wheel, thereby avoiding the need for a transmission; the car was known as the Lohner-Porsche. Lohner ceased production of cars in 1906 although, for a period after that, the firm built trolley-buses.

ALCO : American - 1905 - 1913. Alco is more generally associated with steam locomotives - it being one of three famous American locomotive builders (American Locomotive Company (ALCO), Lima Locomotive Company and Baldwin Locomotive Company). It therefore comes as something of a surprise that a subsidiary of ALCO produced cars - high-quality ones - at a factory in Providence, Rhode Island. The first of these cars were in fact built under licence from Berliet, of France. The earlier models were four-cylinder, chain-driven cars of 24- and 40-horsepower but in 1907 a change to shaft-drive was made. In 1909 a number of taxi-cabs were produced and that year also saw the introduction of a 60-horsepower, six-cylinder model with a choice of open or closed bodywork and selling at a high price. In that year, and again in 1910, Alcos won the Vanderbilt Cup. Production ceased in 1913.

OXFORD : Canadian - 1913 - 1915. This was the name of a car produced in Montreal by a group of French-Canadian industrialists. It was a large, well-made vehicle fitted with a six-cylinder engine. In fact, very few cars were built owing to the fact that the source of many of its components, which were American, dried up because of the First World War and the expected demand for the car failed to materialize. The result was that production ended in 1915.

COWEY : British - 1913 - 1915. This was a light car fitted with a ten-horsepower Chapins-Dornier engine and drive to the wheels was achieved by friction - a conically-faced flywheel acted as a driving disc. An interesting feature to appear at this early date - and then reappeared many years later on the Citroen DS 19 - was to be found in the car's suspension. The vehicle was carried on four cylinders of compressed air and a system of automatic levelling was incorporated.

CRAWFORD : American - 1905 - 1923. The origins of this make seem somewhat improbable as it was the brain-child of one M.P. Moller, a builder of pipe organs! Not many cars were built and for the first two years of production these were chain-driven. Later models, which had shaft-drive, were fitted with disc-covered artillery wheels - very large in size and which seemed to dominate the car's appearance. Latterly, the cars were powered by a Continental six-cylinder engine developing 60- and 70-horsepower.

S.A.R.A. : French - 1923 - 1930. This car has the distinction of being the only French make of the 1920's to make a success of air-cooling. The earliest models were very light two-seaters with an 1,100 c.c. overhead-valve engine incorporating a turbine blower which impelled air into a jacket around the cylinders to provide thoroughly effective cooling. In 1925 the S.A.R.A. 'grew up' to the extent that it developed into a four-seater and had front-wheel brakes and, by 1927, four forward gears. 'Adulthood' was gained in 1928 when it became a full-sized car equipped with a six-cylinder, 1806 c.c. engine and it was this car which, in 1929 and 1930, was built in Edinburgh, under licence, and marketed at the Scotsman. (This Scotsman is not to be confused with another car of the same name which was built in Glasgow in 1922 and 1923).

CHRISTIE : American - 1904 - 1910. The founder of this make, J.W. Christie, was the first serious proponent of front-wheel drive cars in the United States and he publicized his principle through racing in 1904. The thirty-horsepower, transversely mounted engine had a crankshaft which took the place of the front axle and one of the racing cars built by Christie had two sixty-horsepower engines, one mounted at each end of the car! Towards the end of the car-producing period a four-cylinder, transverse-engined taxi was built but after 1910 car production ceased, although the company subsequently made front-wheel-drive tractor conversions for fire-engines and tanks.

MADELVIC : British - 1898 - 1900. This was the name of a company formed by William Peck, the Astronomer Royal for Scotland, and the car produced by the company, in Edinburgh, looked more like a carriage which had been left behind by the horse! It was an electric brougham in which the power was transmitted to a small, fifth road wheel placed in the centre of the vehicle immediately behind the front wheels. The short period of production suggests that it was not a great success.

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QUIZ ANSWERS

1. Joseph Mallord William Turner (1775-1851). He is considered one of the greatest artists of the English School - chiefly because of his use of colour and his remarkable understanding of lighting effects.
2. Lake Itasca, Minnesota.
3. He introduced the Beaufort Scale, a table to describe the force of the wind and which is based upon the effects of winds on sailing ships. Beaufort was born in Navan, County Meath, in 1774 and was Hydrographer to the Navy from 1822 until 1855.
4. John Galsworthy.
5. The River Towy. Its source is in the Cambrian Mountains and it flows into Carmarthen Bay. Its length is 65 miles.
6. Agoraphobia.
7. The goat.
8. At Bearsden, Dunbartonshire (6 miles N.W. of Glasgow). The Roman occupation in this area extended the width of Scotland in the form of the Roman Wall, stretching from Old Kilpatrick in the west to Bridgeness in the east - 37 miles in length.
9. First Lord of the Treasury.
10. A collector of moths and butterflies.
11. An assize in which there is no person to be brought to trial. Formerly, an assize at which no prisoner was condemned to death.
12. Ammonia - from nitrogen and hydrogen. One part of nitrogen unites with three parts of hydrogen. The reaction takes place at 550°C.
13. The Owl and the Pussycat, according to Edward Lear!
14. Senlac Hill. It was the scene of the Battle of Hastings, sometimes called the Battle of Senlac.
15. 100 metres, 400 metres and 1,500 metres.
16. Triangular. It is to be found chiefly in the waters off North Africa.
17. Polonius.
18. Thomas Alva Edison (1847-1932).
19. The repeating pistol.
20. It has four wings. True flies have only two wings.



Mr. and Mrs. Henry Inglis

Triad No. 16 gave the news of the engagement of Miss Elizabeth M.K. Simpson to Mr. Henry Inglis. They were married at Killearn Kirk, Killearn, Stirlingshire on 29th June, 1973. The Inglis' home is at Boquhan, Balfroun, Stirlingshire



Mr. and Mrs. Peter Aitken

In TRIAD No. 17 the engagement between Mr. Peter Aitken and Miss Rita Oliver was announced. Their wedding took place on 25th August, 1973 at Aberdaldie and Dupplin Parish Church, near Perth. The Bridesmaid was Miss Eleanor Watson who was, until recently, a Secretary with Hogarth Shipping Co. Ltd.

Mr. and Mrs. Aitken are both from Perth

Readers will recall the article under this heading which appeared in the last number of TRIAD. As a result of it we have received a letter from Mr. A.G. Maxwell, Chief Officer, which is of considerable interest and which is reproduced here:

"It was with no little interest that I read the article 'German Blockade Runners in the Second World War' in the last edition of TRIAD, since it was my lot to be appointed as Second Officer of one of these vessels, and a very interesting experience it was.

"The ship in question was the "Empire Confidence", (ex "Dusseldorf"), and one of the six sister-ships built for Norddeutscher Lloyd around 1936. The others were "Dresden", "Munche", "Osnabruck", "Leipzig" and "Nurnberg". "Dusseldorf" was a product of the Vulkan Shipyard in Bremen and was, together with her sisters, a brilliantly conceived vessel in that she was designed from the start for triple-purpose roles.

"Ostensibly, these were merchant ships and pre-war acted as such (although because of their fine underwater lines, they carried relatively little cargo in the holds at either end) and the British Merchant Service found "Dusseldorf" anything but an economical proposition. At the end of hostilities she was offered to Royal Mail Lines, who managed her for the Ministry of War Transport, as part replacement for lost tonnage, but this was refused and she was sold to the Egyptians but even they found her uneconomical. Some years ago I saw her in Glasgow as the "Roscoe" of Lamport & Holt, but this did not last long and as far as I can see, she has been missing from Lloyd's Register for many years now.

"Secondly, these sisters were built specially strengthened and fitted with gun emplacements ready to receive their armoury in the event of war, and while fitted commercially with 4-cylinder M.A.N. opposed piston diesels, the bedplates were in place for larger and more powerful machinery which, I understand, was ready and waiting to be fitted on their return to the Fatherland. This would have made them admirable raiders, since their already supra-commercial speed would have been considerably increased,

"Lastly, it is my opinion that, principally, they were raider supply ships. Numbers 1, 2, 4, 5 and 6 lower holds were fitted to take tank lids and could be used for the transport of large quantities of fuel oil and were fitted with the necessary piping, while in the engine-room were large pumps capable of delivering the fuel at a high speed. Number 3 was the only refrigerated hold in the ship (perishable stores). Tween decks 1, 5 and 6 were for general cargo (dry stores, etc.) while numbers 2 and 4 were insulated magazines (unrefrigerated) whose purpose in the event of war left little doubt. The shelter-decks were used for general cargo, but were connected to the ship's freshwater and sanitary systems, so that very little adaption was necessary for the carriage of a reasonably large number of relieving ratings, while the passenger accommodation was intended for the relieving officers. Her accommodation was superb for that time and far and away ahead of anything the British Merchant Service had to offer. In fact, it would bear comparison with today's most modern ships and the social and recreational life was catered for in every way. There was a large swimming-pool abaft the funnel.

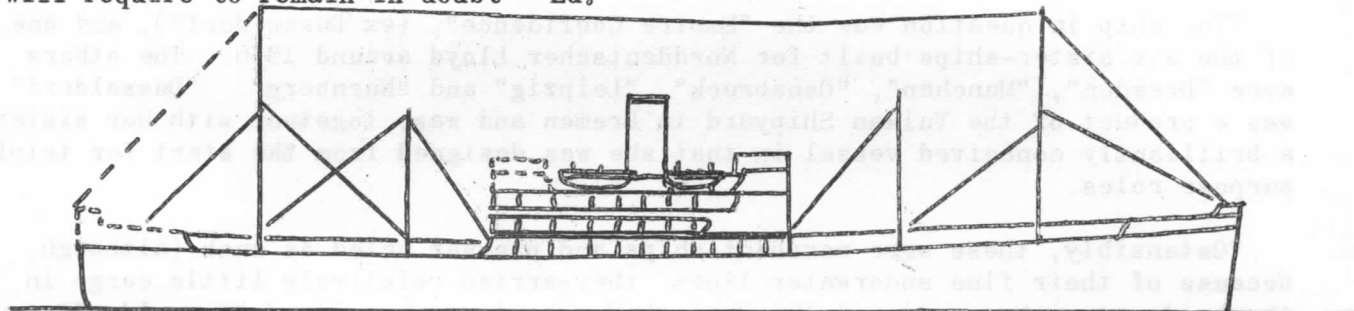
"The accompanying drawing (not to scale, and from memory) will show how, with very little effort, the silhouette could be adjusted so that from a distance it would have been very difficult to ascertain in which direction the ship was travelling. To assist in this, it will be noted that the funnel and masts were vertical, having no rake whatsoever.

"As far as I know, "Dusseldorf" was the only one of the class to be captured intact. She was boarded in the true 'Hornblower' style by a boarding-party from one of H.M.N.Z. cruisers, which laid herself alongside during the night after shadowing her when she slipped out of Valparaiso in the early months of the war. I understand that it was all over in a few minutes, the bridge and engine-room being taken before her crew had time to do anything about destroying her. Renamed

"Poland" by her captors, she was the first prize of war to make the transit of the Panama Canal with the White Ensign flying superior to the Nazi flag. She was renamed "Empire Confidence" on being handed over to the Ministry of War Transport on her return to the United Kingdom.

"I do not know the fate of her sisters. "Dresden", according to your article, was damaged in Bordeaux and never repaired, but according to Kapitan Rogge of the "Atlantis" (surface raider ex "Goldenfels") and now an Admiral in the West German Navy, she was sunk by one of H.M. cruisers while on her way to supply him and also the pocket battleship "Admiral Scheer". It may well be that your article is correct, as the ships were almost identical and it was a common thing to exchange names of vessels of the same class to add to the general confusion of the enemy.....ourselves!!"

At this late date, it rather looks as though the true fate of the "Dresden" will require to remain in doubt - Ed.



Ship as designed in solid lines; alterations (in plywood) in dotted lines
THE "GREAT EASTERN"

On reading the interesting account of the "Great Britain" in the previous issue of TRIAD, it seems appropriate to follow it with an account of the other, and greater, 'Great' of the engineer Isambard Kingdom Brunel. This was the vessel "Great Eastern", built in 1859 by Russell's Yard at Millwall on the Thames. When the "Great Eastern" was completed she was five times bigger than the next largest ship of the time and it was to be nearly fifty years before another vessel was built which exceeded her displacement tonnage. Her length was 680 feet. She was a remarkable vessel - the first of double-plated, iron construction throughout, having an inner and an outer hull skin. She had a propeller like a windmill, together with ponderous paddle-wheels and engines. There were five funnels and six masts with full yards upon which the spread of sails would have provided bedding for a regiment! Unfortunately, it was found in practice that the engines lacked power to drive her ponderous dimensions and her coal consumption was tremendous.

Brunel had not intended that the launching should be a ceremonious occasion as there were so many problems associated with getting the massive hull afloat. The company directors and the population of London, who had watched the gigantic mass take shape on their river, decreed otherwise and 10,000 turned up to see the heaviest object man had yet attempted to move launched broadside into the River Thames. Officially, it had been intended to name the ship "Leviathan", but "Great Eastern" was the name Londoners had given to her from the time she started building and that she remained. The Chairman's daughter performed the naming ceremony but despite the powerful efforts of enormous tackles and two hydraulic rams, the great hull moved only a short way on the stocks and then stuck fast. Various fruitless attempts were made over the next two months to get the vessel into the water and sceptics began to say that she would never be floated until, one night, with the assistance of an extra high tide, the great ship took charge of her own affairs and, without an audience, launched herself!

It was the concept of the original service she was designed to perform that dictated her dimensions rather than an intention merely to build the most massive vessel in the world. It was intended that she would undertake a non-stop service round the Cape of Good Hope to India and Australia. Where other steamships were limited by the coaling stages, the "Great Eastern" was to carry sufficient coal to take her from the United Kingdom to Calcutta and then on to Australia. The firm that originally commissioned the "Great Eastern" went broke in fitting her out. A second company took over and fitted her out for the trans-Atlantic trade, operating to Portland, Maine. Her first trial run was successful but on another trial run, carried out as her designer I.K. Brunel lay suffering from a fatal illness, the forward funnel and part of the foredeck blew up in a tremendous belch of steam. Shortly after this incident Brunel died, aged 54.

Originally scheduled to depart for the United States on 16th June, 1860, she had to be delayed another day because all the firemen reported for duty in a 'hilarious' condition. With ample accommodation for 4,000 passengers, she sailed with only 38 aboard. Following the explosion on her trial run, cancellations came thick and fast.

All the accoutrements of the public rooms were elegant. There were broad skylights, gigantic mirrors, huge pillars, ornate staircases with mahogany balusters, and velvet couches. The walls of the great dining-room were grained in bird's-eye and curled maple with arched crossribs and the ceiling was striped in blue and red. Passengers could promenade her decks as though on the Champs-Élysées on a Sunday afternoon.

Regarding performance, the "Great Eastern" was no ocean greyhound. She was supposed to do a consistent fifteen knots, whatever the weather, but it is doubtful if she ever attained that speed. Another theory expounded by intending passengers, but proved false in practice, was that as her length exceeded the trough of the biggest waves, she would sail through the wildest storms quite unperturbed and seasickness would be a thing of the past. Of course, it was found that she rolled and pitched at least as badly as any other ship. In September, 1861 the elements showed what they could really do during a North Atlantic storm. After only two hours of battling through the storm the port paddle was smashed as the captain tried to turn the great ship to head into the wind. In another three hours four lifeboats had been swept away and the rudder and stern-post damaged. The damaged rudder prevented the screw from working so that the only power was from the starboard paddle-wheel. Any sail that was set to attempt to maintain steerage and to keep way on was blown to ribbons. Below decks all was a shambles; furniture, crockery and mirror glass flew from end to end of the great staterooms. A stove broke loose and smashed mirrors at each end of its run across empty spaces. Passengers cowered in corners, appalled at the devastation and afraid to venture forth to reach their cabins. Eventually, following the suggestion and efforts of a passenger, the rudder was temporarily repaired so that it could be used, so enabling the screw also to function. The ship returned to Queens-town under her own power a week after leaving the United Kingdom and although damage to fixtures and fittings was great, the principles of her construction, with double-bottoms and virtually a second skin, were fully vindicated as the hull had withstood all the battering it had received. This was further confirmed on another occasion for, when approaching New York, an uncharted rock tore a hole in her bottom. Other shipbuilders and designers soon copied her construction methods.

After a few years of largely unprofitable North Atlantic passenger trips, followed by a voyage as a troop carrier, there came the period which secured for the "Great Eastern" a place in history. She was engaged as a cable ship to lay the first trans-Atlantic cable. Her greatest role was to move slowly and methodically across the Atlantic and back again, laboriously spinning out the two lengths of cable spanning the ocean and fulfilling an original purpose of her being - to bring closer together the efforts and aspirations of two nations.

As the biggest of anything can be relied upon to draw sightseers, the "Great Eastern" did not escape this aspect of 'showbiz'. She did one further voyage round the Cape of Good Hope to India but on her return no company could be found prepared to venture the vessel on any trading or passenger routes. No-one in shipping circles of the period seemed to know what to do with a ship of her size. First of all, a dry goods merchant utilized the sides of her hull as gigantic bill-boards to advertise his wares. Then, about 1866, a syndicate moored her in the River Mersey as an entertainment palace, concert hall and gymnasium. Acrobats performed on the trapeze - perhaps from yardarm to yardarm! Finally, in 1888, everything on the ship that could be removed was sold by public auction. The auctioneer's name was Joseph Cunard, a brother of the famous Samuel Cunard. The following year, still unsurpassed in size, the "Great Eastern" was towed to the breaker's yard.

It only remains to mention the "Great Eastern" ghosts. One legend persisted during her life and continues to persist and will doubtless go on persisting. This is the belief that during her building a riveter and his assistant fell from a platform and were lost between the outer and inner hull-plates, their cries going unheard in the clamour of the shipyard. Their bones were supposedly carried within the hull and to this sinister presence was ascribed the various disasters which occurred! However, during the fitting-out period Brunel ordered all spaces between the hulls to be completely cleaned out and there is no record of any skeletons being found, nor of any inquest which would have followed such a discovery. It must be assumed, therefore, that there is no foundation in fact for the legend.

During fitting out a colleague of Brunel's, on being shown over the ship, stated:

P E R S O N N E L
(As at 17th Oct. '73)

M.V. "BARON CAWDOR"

Master	G. Towers.
1st Mate	B. Bedworth.
2nd Mate	P. Ronno.
3rd Mate	J. Philips.
Radio Officer	N. Smith.
Ch. Eng.	D. McLeod.
2nd Eng.	G. Carter.
3rd Eng.	I. MacRury.
4th Eng.	A. Cross.
4th Eng.	R. Dryburgh.
Jun. Eng.	F. Taylor.
Elect.	A. Smith.
Cat. Officer	R. Loadwick.
Ch. Cook	D. Taylor.
2nd Cook	J. O'Leary.
Deck Cadet	S. Hall.
Eng. Cadet	D. Miller

M.V. "CAPE CLEAR"

Master	C. Strachan.
1st Mate	N. Battersby.
2nd Mate	A. Matthews.
3rd Mate	D. Fenton.
Radio Officer	W. McLeod.
Ch. Eng.	T. McGhee.
2nd Eng.	J. Patton.
3rd Eng.	J. Mair.
3rd Eng.	M. Currey.
4th Eng.	C. Graves.
4th Eng.	H. Troger.
Jun. Eng.	S. Davies.
Elect.	C. Routledge.
Cat. Officer	W. Gilmartin.
Ch. Cook	A. Paterson.
2nd Cook	E. Crosby.
Bosun	E. Jama.
Deck Cadet	B. Wilmott.

M.V. "BARON DUNMORE"

Master	J. Petersen.
1st Mate	G. McGregor.
2nd Mate	N. Brewer.
3rd Mate	J. Borrett.
Radio Officer	D. Hynd.
Ch. Eng.	D. Campbell.
2nd Eng.	J. O'Hara.
3rd Eng.	J. Holden.
3rd Eng.	A. Shah.
4th Eng.	N. Ramsay.
Jun. Eng.	A. Straker.
Elect.	G. Andrews.
Cat. Officer	A. Sisi.
2nd Steward	A. McCloskey.
Assist. Steward	J. Nitkowski.
Ch. Cook	W. Morris.
Bosun	A. Hassan.

M.V. "CAPE FRANKLIN"

Master	I. Barclay.
1st Mate	P. Mackay.
1st Mate	E. Williams.
3rd Mate	J. Coombe.
Radio Officer	C. Ritchie.
Ch. Eng.	R. Towns.
2nd Eng.	D. Anderson.
3rd Eng.	D. Abernethy.
3rd Eng.	R. Porteous.
Jun. Eng.	J. Barr.
Jun. Eng.	A. McLean.
Jun. Eng.	P. Gibb.
Elect.	I. Wyper.
Cat. Officer	R. Cathcart.
2nd Steward	E. Kelly.
Bosun	G. Casey.
Carpenter	F. Dixon.

M.V. "CAPE HOWE"

Master	J. Jennings.
1st Mate	J. Brown.
2nd Mate	P. Kinkead.
3rd Mate	G. Scott.
Radio Officer	D. Humble
Ch. Eng.	J. McKay.
2nd Eng.	K. De Beere.
3rd Eng.	R. Elniff.
4th Eng.	E. Holdsworth.
Jun. Eng.	R. Hussein.
Jun. Eng.	G. Barclay.
Jun. Eng.	P. Canning.
Jun. Eng.	E. Cunningham.
Elect.	C. Reid.
Cat. Officer	J. McDonald.
2nd Steward	J. McMahon.
Bosun	G. Williams.
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M.V. "CAPE NELSON"

Master	A. Hunter.
1st Mate	T. Upson.
1st Mate	T. Quirk.
3rd Mate	A. Logan.
Radio Officer	C. Houston.
Ch. Eng.	K. Malhotra.
2nd Eng.	D. Smart.
3rd Eng.	A. Dias.
4th Eng.	W. Keady.
4th Eng.	J. McCulloch.
Jun. Eng.	D. Thompson.
Jun. Eng.	P. Wilkinson.
Elect.	A. Fanning.
Cat. Officer	J. Blair.
Bosun	V. Hume.
Carpenter	A. Cox.
A.B.	R. Skeffington
Eng. Cadet	N. Ince.

M.V. "CAPE SABLE"

Master	J. Tattersall.
1st Mate	J. Wood.
2nd Mate	R. Mullen.
3rd Mate	E. Henderson.
Radio Officer	D. Gudgeon.
Ch. Eng.	F. Hardacre.
2nd Eng.	A. Millar.
3rd Eng.	D. Tweed.
3rd Eng.	L. Donlan.
4th Eng.	J. Leckie.
Jun. Eng.	H. Hay.
Elect.	J. Jolly.
Cat. Officer	R. Lacey.
Ch. Cook	M. Treanor.
Bosun	M. Horreh.
E.R.S.	A. Abdi.
Nav. Cadet	J. Blance.

M.V. "CAPE YORK"

Master	T. Edge.
1st Mate	S. Wright.
2nd Mate	J. Johnston.
3rd Mate	R. Kincaid.
Radio Officer	R. Boatman.
Ch. Eng.	G. Mitchell.
2nd Eng.	J. Versteeg.
3rd Eng.	S. Haynes.
3rd Eng.	R. Dempster.
4th Eng.	K. Kyriacou.
Jun. Eng.	A. Milligan.
Elect.	D. Matheson.
Cat. Officer	W. Hall-Fletcher.
2nd Cook	P. Mawston.
Eng. Cadet	A. Samuel.

M.V. "BARON RENFREW"

Master	P. Hall.
1st Mate	W. Fleming.
2nd Mate	J. Gillespie.
3rd Mate	G. Adams.
Radio Officer	R. Faulds.
Ch. Eng.	W. White.
2nd Eng.	T. Campbell.
3rd Eng.	R. Smillie.
3rd Eng.	N. Rowan.
4th Eng.	H. Miller.
Elect.	A. Dowsett.
2nd Elect.	R. Louden.
Cat. Officer	J. Swanson.
G.P. Cook	W. Mitchell.
G.P. Cat. Boy	P. Collins.
G.P. Cat. Boy	D. Paterson.
C.P.O.	M. White.
G.P.1	K. Weaver.
G.P.1	D. White.
G.P.1	W. Wallace.
G.P.1	A. Stewart.
G.P.1	G. Cameron.
G.P.3	D. Lloyd-Davies.
P.O.	B. Mahoney.
P.O.	W. Stevenson.
Eng. Cadet	D. Bell.

M.V. "CAPE WRATH"

Master	L. Hocking.
1st Mate	I. McLean.
2nd Mate	R. Tipper.
3rd Mate	C. Mitchell.
Radio Officer	D. Anderson.
Ch. Eng.	E. Kellie.
2nd Eng.	A. Donald.
3rd Eng.	J. Stone.
3rd Eng.	A. Buchanan.
Jun. Eng.	A. Christie.
Elect.	C. McErlean.
Catering Officer	F. DeGoey.
Ch. Cook	C. MacLeod.
Bosun	P. McPhee.
Nav. Cadet	G. Gray.
Nav. Cadet	S. MacDonald.

M.V. "TEMPLE ARCH"

Master	P. Richardson.
1st Mate	A. Dickie.
Radio Officer	D. Poole.
Ch. Eng.	W. Carrigan.
2nd Eng.	D. Anderson.
3rd Eng.	J. Walkden.
Cat. Officer	J. Clancy.

M.V. "BARON ARDROSSAN"

Master	J. McKay.
1st Mate	P. Brooks.
1st Mate	A. Michie.
3rd Mate	I. Irvine.
Radio Officer	J. Trotter.
Ch. Eng.	R. Durbin.
2nd Eng.	D. Morrison.
3rd Eng.	T. Orr.
3rd Eng.	A. Cortopassi.
3rd Eng.	J. Campbell.
4th Eng.	S. Taylor.
Elect.	G. Leitch.
Cat. Officer	R. Sherriff.
G.P. Steward	Moltman.
G.P. Cook	T. Sheridan.
G.P. Cat. Boy	M. Hookman.
G.P. Cat. Boy	McKechnie.
G.P. Deck Boy	A. Faulds.
C.P.O.	A. Thomas.
G.P.1	T. MacKay.
G.P.1	D. Ferguson.
G.P.1	W. Bryce.
G.P.1	B. McInally.
G.P.1	A. Bradley.
G.P.1	J. Milne.
G.P.1	I. James.
P.O.	J. Bailey.
Nav. Cadet	C. Brown.
Nav. Cadet	C. Campbell.

PERSONNEL

(cont'd.)

M.V. "CAPE HORN"

Master	G. Anderson.
1st Mate	I. Taylor.
2nd Mate	L. Morison.
3rd Mate	M. Macrae.
Radio Officer	L. Cameron.
Ch. Eng.	J. Loughran.
2nd Eng.	D. Mathias.
3rd Eng.	A. Harbinson.
3rd Eng.	J. Thornton.
4th Eng.	L. Speechley.
Elect.	J. Leiper.
Cat. Officer	J. Smith.
G.P. Steward	J. Brown.
G.P. Cook	A. MacCallum.
G.P. Cat. Boy	D. Edwards.
G.P. Cat. Boy	M. James.
C.P.O.	D. Budd.
G.P.1	A. Campbell.
G.P.1	R. Moore.
G.P.1	W. MacLeod.
G.P.1	J. Smith.
G.P.1	D. Fullerton.
G.P.1	P. Bennett.
G.P.1	D. McGhee.
P.O.	R. Gibson.
Nav. Cadet	D. Smith.
Nav. Cadet	S. Budd.

M.V. "BARON BELHAVEN"

Master	G. Downie.
1st Mate	J. Niblock.
2nd Mate	W. Finnie.
3rd Mate	C. McCurdy.
Radio Officer	L. Anderson.
Ch. Eng.	R. Taylor.
2nd Eng.	T. Jarvie.
3rd Eng.	I. Kennedy.
4th Eng.	D. Goodwin.
Elect.	R. McIntosh.
Cat. Officer	M. Waters.
G.P. Steward	L. Williams.
G.P. Cook	F. Scotland.
G.P. Cat. Boy	D. Ross.
G.P. Cat. Boy	G. O'Donoghoe.
C.P.O.	G. Adams.
G.P.1	C. Kitt.
G.P.1	R. Straker.
G.P.1	I. Hamilton.
G.P.1	I. Davidson.
G.P.1	G. Turpin.
G.P.1	D. Wallerson.
G.P.2	C. Joseph.
G.P.2	J. Lovell.
P.O.	C. Major.
Nav. Cadet	J. Dobson.

M.V. "CAPE RACE"

Master	A. Peebles.
1st Mate	J. Purdon.
2nd Mate	A. Nisbet.
3rd Mate	D. Fitzpatrick.
Radio Officer	A. Kershaw.
Ch. Eng.	J. Watson.
Ch. Eng.	J. Hartin.
3rd Eng.	I. Campbell.
4th Eng.	P. Lee.
Elect.	R. Bray.
Cat. Officer	J. McGurk.
G.P. Steward	B. Waldron.
G.P. Cook	J. David.
G.P. Cat. Boy	A. Fraser.
G.P. Cat. Boy	A. Ridley.
C.P.O.	L. Ali.
G.P.1	F. Bryan.
G.P.1	V. Straker.
G.P.1	R. Jankie.
G.P.1	R. Manifold.
G.P.1	L. Ward.
G.P.1	L. Lewis.
G.P.2	O. Lochinvar.
G.P.2	P. Talbot.
P.O.	R. Dow.

M.V. "TEMPLE BAR"

Master	A. Fraser.
1st Mate	J. Jenkinson.
2nd Mate	H. Aitchison.
3rd Mate	I. Waters.
Radio Officer	G. Walker.
Ch. Eng.	T. Harris.
2nd Eng.	E. Cornais.
3rd Eng.	J. Winder.
4th Eng.	D. Carmichael.
Jun. Eng.	J. Watson.
Elect.	I. Mather.
Cat. Officer	J. Hotchin.
G.P. Steward	R. Bolton.
G.P. Cook	F. Patterson.
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.
P.O.	A. Hay.
Eng. Cadet	E. Graham.

M.V. "BARON INCHCAPE"

Master	W. Warden.
1st Mate	C. McDonald.
2nd Mate	M. Smith.
3rd Mate	A. Latty.
Radio Officer	J. McDonagh.
Radio Officer	H. Jones.
Ch. Eng.	M. Martin.
2nd Eng.	D. Drummond.
3rd Eng.	B. Sharp.
4th Eng.	P. Fordham.
Jun. Eng.	S. Beeley.
Elect.	D. McLellan.
2nd Elect.	R. Wilkes.
Cat. Officer	E. McLaughlin.
G.P. Steward	W. McIntyre.
G.P. Cook	C. Cheetham.
G.P. Cat. Boy	S. Briggs.
G.P. Cat. Boy	E. Hill.
G.P. Deck Boy	P. Humphries.
C.P.O.	A. Jack.
G.P.1	K. Neale.
G.P.1	D. Cook.
G.P.1	F. Mundy.
G.P.1	W. Glasgow.
G.P.1	F. Bishton.
G.P.1	T. Cox.
G.P.1	R. Armstrong.
P.O.	J. Holmes.
Nav. Cadet	C. Mathie.
Nav. Cadet	M. Donnelly.

M.V. "BARON WEMYSS"

Master	D. Innes
1st Mate	P. Smart.
2nd Mate	R. Matthews.
3rd Mate	M. Beeley.
Radio Officer	D. Roche.
Ch. Eng.	E. Good.
2nd Eng.	W. Wright.
3rd Eng.	H. MacPhail.
3rd Eng.	M. Whittaker.
4th Eng.	E. Moffat.
4th Eng.	I. MacKenzie.
Elect.	A. Priddy.
Cat. Officer	R. Diamond.
G.P. Steward	J. Anderson.
G.P. Cook	D. Royce.
G.P. Cat. Boy	B. Dwyer.
G.P. Cat. Boy	D. Pollock.
C.P.O.	T. Hallam.
G.P.1	J. Flockhart.
G.P.1	G. McBride.
G.P.1	B. Barron.
G.P.1	R. Ali.
G.P.1	N. MacDiarmid.
G.P.1	P. Harper.
G.P.1	G. Hale.
G.P.1	G. French.
P.O.	J. Gamble.
Nav. Cadet	A. Potter.
Nav. Cadet	H. Sinclair.

M.V. "BARON MACLAY"

Master	D. Sinclair.
1st Mate	D. White.
2nd Mate	N. Clarke.
3rd Mate	R. Wiggins.
Radio Officer	W. McIlroy.
Ch. Eng.	T. Dickinson.
2nd Eng.	J. Johnson.
3rd Eng.	A. Gartside.
4th Eng.	D. Moore.
Elect.	B. Bell.
2nd Elect.	G. Reid.
Cat. Officer	J. Campbell.
G.P. Steward	E. Butler.
G.P. Cook	G. Dunn.
G.P. Cat. Boy	S. Derrett.
G.P. Cat. Boy	S. Kinnane.
G.P. Deck Boy	C. Finch.
C.P.O.	J. Morrison.
G.P.1	T. Bulpin.
G.P.1	A. Lamaler.
G.P.1	G. Fin.
G.P.1	T. Batisto.
G.P.1	D. Arnold.
G.P.1	M. Murray.
G.P.2	A. Wood.
P.O.	T. McQuade.
Nav. Cadet	G. Shearer.

M.V. "TEMPLE INN"

Master	B. Lawson.
1st Mate	J. Houston.
2nd Mate	J. McLaren.
3rd Mate	C. Dowie.
Radio Officer	M. Thomas.
Ch. Eng.	B. Denmark.
2nd Eng.	I. Andrews.
3rd Eng.	C. Richardson.
4th Eng.	J. Kelly.
4th Eng.	T. May.
Elect.	P. Wilson.
Cat. Officer	A. McGill.
G.P. Steward	D. Sinclair.
G.P. Cook	I. Gibson.
G.P. Cat. Boy	D. Lawman.
G.P. Cat. Boy	G. McCulloch.
C.P.O.	D. Smart.
G.P.1	D. Carmichael.
G.P.1	J. Challis.
G.P.1	W. Macfarlane.
G.P.1	G. Senter.
G.P.1	D. Ross.
G.P.1	H. MacLellan.
P.O.	S. Hornshaw.

P E R S O N N E L
(cont'd.)

M.V. "CAPE HAWKE"

Master	K. Dootson.
1st Mate	W. Kean.
2nd Mate	D. Coe.
3rd Mate	P. Brennan.
Radio Officer	B. Breslin.
Ch. Eng.	W. Hughes.
2nd Eng.	A. Warren.
3rd Eng.	K. Graham.
3rd Eng.	E. Martin.
3rd Eng.	D. Girgan.
4th Eng.	A. McCallum.
Elect.	R. Knight.
Cat. Officer	J. Drury.
G.P. Steward	D. Kenmure.
G.P. Cook	N. Nagi.
G.P. Cat. Boy	K. Lambert.
G.P. Cat. Boy	R. Hill.
C.P.O.	A. Clarke.
G.P.1	J. Somers-Harris.
G.P.1	R. Johnson.
G.P.1	J. Webster.
G.P.1	A. Brown.
G.P.1	W. Power.
G.P.1	D. Beattie.
G.P.1	H. Cameron.
G.P.3	R. Turner.
P.O.	F. Courtney.
Eng. Cadet	F. Drever.

M.V. "CAPE LEEUWIN"

Master	W. Greatorrex.
1st Mate	A. Weir.
2nd Mate	D. Clarke.
3rd Mate	A. Henderson.
Radio Officer	W. Budden.
Ch. Eng.	J. Cochrane.
2nd Eng.	J. Riddle.
3rd Eng.	P. Harvey.
4th Eng.	A. Phillips.
Elect.	J. Hall.
2nd Elect.	J. Parker.
Cat. Officer	D. Dyce.
G.P. Steward	A. MacKenzie.
G.P. Cook	R. McEwen.
G.P. Cat. Boy	Rumble.
G.P. Cat. Boy	J. Butterworth.
C.P.O.	S. Buchanan.
G.P.1	J. Dunford.
G.P.1	T. da Costa.
G.P.1	A. Smith.
G.P.1	J. Collins.
G.P.1	T. Coughlan.
G.P.1	P. Hewitt.
G.P.1	S. Pyne.
G.P.2	P. King.
P.O.	A. Dent.
Nav. Cadet	E. Moodie.
Nav. Cadet	I. MacKay.

M.V. "CAPE GRAFTON"

Ch. Eng.	W. Anderson.
2nd Eng.	W. Drennan.
3rd Eng.	B. Edwards.
4th Eng.	R. Walker.
Jun. Eng.	R. Baxter.
Elect.	J. Matheson.
Cat. Officer	J. Steventon.
G.P. Steward	W. Ross.
G.P. Cook	A. MacColl.
G.P. Cat. Boy	A. Hart.
G.P. Cat. Boy	P. Ralph.
G.P.1	I. McKinnon.
G.P.1	N. Campbell.
G.P.1	J. MacLean.
G.P.1	A. Richards.
G.P.1	J. Thomson.
G.P.1	N. MacInnes.
P.O.	P. Donaldson.
Nav. Cadet	G. Glendining.
Eng. Cadet	A. Dabee.

M.V. "CAPE GRENVILLE"

Master	S. Readman.
1st Mate	W. Andersen.
2nd Mate	J. Allen.
3rd Mate	A. Nunn.
Radio Officer	J. MacIntyre.
Ch. Eng.	D. Wright.
2nd Eng.	C. McCrae.
3rd Eng.	J. McNeill.
3rd Eng.	P. Hopley.
Elect.	C. Parish.
Cat. Officer	J. Smith.
G.P. Steward	J. Hanna.
G.P. Cook	F. Dalley.
G.P. Cat. Boy	K. McGrath.
G.P. Cat. Boy	P. Meechan.
C.P.O.	P. Sharman.
G.P.1	A. Picken.
G.P.1	V. Conway.
G.P.1	J. White.
G.P.1	D. MacLachlan.
G.P.1	J. Sander.
G.P.1	A. MacDonald.
G.P.1	A. Smith.
P.O.	F. Lax.
Nav. Cadet	D. MacKenzie.
Nav. Cadet	H. McWilliam.
Eng. Cadet	R. Taylor.

ON LEAVE - CONT'D.

G.P.1	D. Thornton.
G.P.1	S. Giles.
G.P.1	J. Betty.
G.P.1	S. Moore.
G.P.1	K. Davidson.
G.P.1	S. Anderson.
G.P.1	J. MacInnes.
G.P.1	P. Lynaugh.
G.P.1	A. Patrick.
G.P.1	A. Clark.
G.P.1	N. Sully.
G.P.1	M. Collins.
G.P.1	M. Kimpson.
G.P.1	G. Hemms.
G.P.1	G. Weston.
G.P.1	J. Hyland.
G.P.1	J. Craig.
G.P.1	P. Redmond.
G.P.1	M. Phillips.
G.P.1	J. Hill.
G.P.1	W. Best.
G.P.1	W. Barker.
G.P.1	E. Gourlay.
G.P.1	J. MacSween.
G.P.1	J. McLean.
G.P.1	J. Charters.
G.P.1	A. Menzies.
G.P.1	D. Lees.
G.P.1	E. Brown.
G.P.1	I. McIntyre.
G.P.3	B. MacKinnon.
P.O.	J. Young.
P.O.	M. McPhee.
P.O.	D. Peterkin.
P.O.	E. Gibson.
P.O.	S. Cumberbatch.
P.O.	C. Roberts.
P.O.	M. Rowland.
P.O.	V. Bettis.
2nd Steward	A. MacPhail.
Ass. Steward	P. Bainbridge.
Ass. Steward	W. Harries.
Ch. Cook	E. Niebel.
Ch. Cook	D. McGuire.
Bosun.	A. MacQuarrie.
A.B.	D. Skivington.
A.B.	W. Saunders.
A.B.	D. Williams.
A.B.	I. Drake.
A.B.	W. Dodd.
E.R.S.	M. Hussein Hersi.
Deck Cadet	D. Bramham.
Deck Cadet	T. Sloan.
Deck Cadet	C. Hurst.
Deck Cadet	P. Powell.
Deck Cadet	H. Watson.
Deck Cadet	J. MacArthur.
Deck Cadet	A. Allan.
Deck Cadet	I. Naughton-Rumbo.
Deck Cadet	A. Watson.
Deck Cadet	D. Matheson.
Eng. Cadet	A. Starrs.

STUDY - ELECTRICIANS CERT.

Elect.	R. Walmsley.
Elect	J. McMillan.

MASTERS CERT.

1st Mate	T. Walker.
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1ST MATES CERT.

2nd Mate	L. Gilhooly.
2nd Mate	G. Stephenson.
2nd Mate	C. Pyper.
2nd Mate	J. Anderson.
2nd Mate	P. Wood.
2nd Mate	K. Maktari.
2nd Mate	E. Fowler.
3rd Mate	S. Campbell.

2ND MATES CERT.

3rd Mate	M. Arden.
Deck Cadet	R. Abercrombie.
Deck Cadet	J. Allan.

CHIEF ENG. CERT. PT A.

2nd Eng.	A. Hourston.
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CHIEF ENG. CERT. PT B.

2nd Eng.	G. McEwen.
2nd Eng.	W. Adamson.
2nd Eng.	D. Pennie.
2nd Eng.	I. Procter.

2ND ENG. CERT. PT A

3rd Eng.	D. Livingstone.
3rd Eng.	W. Aubrey.
3rd Eng.	S. Mustafa.
3rd Eng.	R. McCaig.
4th Eng.	C. Clement.
4th Eng.	G. McPherson.
Jun. Eng.	G. Brand.

2ND ENG. CERT. PT B

3rd Eng.	T. Stafford.
4th Eng.	W. Muirhead.

COOKS CERT. PT 2

2nd Cook	T. Meharry.
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2nd CLASS MPT

Radio Officer	J. Thomson.
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ON SICK LEAVE

1st Mate	M. Lafferty.
2nd Mate	R. Richardson.
2nd Mate	J. Melville.
3rd Mate	H. Hanna.
2nd Eng.	H. Ostermann.
3rd Eng.	P. Joyce.
Elect.	J. Wightman.
Elect.	A. Durie.
Cat. Officer	I. McDonald.
Cat. Officer	J. Weir.
G.P. Steward	J. Sutherland.
G.P. Steward	C. Clancy.
G.P.1	C. Doherty.
P.O.	C. McLeod.
P.O.	G. Durie.
Deck Cadet	D. Wood.

AWAITING APPOINTMENT

Master	N. Walsh.
1st Mate	M. Kelly.
2nd Mate	V. Webster.
Ch. Eng.	J. Crosby.
Ch. Eng.	W. Wallace.
3rd Eng.	D. Dunlop.
3rd Eng.	D. McArthur.
Elect.	J. Tanner.
Cat. Officer	G. Daddy.
Cat. Officer	E. Hutter.
Cat. Officer	R. Kerr.
C.P.O.	T. Meech.
G.P.l	J. Cameron.
2nd Cook	J. Harrison.

ON LEAVE

Master	T. Baker.
Master	F. Dalby.
Master	J. Hetherington.
Master	A. McLeod.
Master	J. Roberts.
Master	A. Davie.
Master	C. MacLean.
Master	M. Murray.
Master	I. Tyrrell.
Master	G. Roger.
Master	J. Jones.
Master	M. Turton.
1st Mate	P. Cooney.
1st Mate	J. McKellar.
1st Mate	I. Wemyss.
1st Mate	G. Cullen.
1st Mate	A. Maxwell.
1st Mate	D. Jones.
1st Mate	J. Fowler.
1st Mate	D. Taylor.
2nd Mate	P. Dyson.
2nd Mate	A. Neil.
2nd Mate	P. Flynn.
2nd Mate	A. Lanfear.
2nd Mate	R. Reid.
2nd Mate	A. Riley.
2nd Mate	M. Roche.
2nd Mate	A. Macrae.
2nd Mate	P. Jarman.
2nd Mate	I. Herbert.
3rd Mate	R. Stevenson.
3rd Mate	J. Paget.
3rd Mate	B. Ellis.
3rd Mate	E. Richards.
3rd Mate	H. Corkhill.
Radio Officer	M. Cairney.
Radio Officer	D. Wilson.
Radio Officer	R. Sambrook.
Radio Officer	F. McNulty.
Radio Officer	A. McLeod.
Radio Officer	J. Donald.
Radio Officer	A. MacKinnon.
Ch. Eng.	A. Alexander.
Ch. Eng.	W. Kinnear.
Ch. Eng.	A. Mercalf.
Ch. Eng.	D. Chalmers.
Ch. Eng.	N. Ogilvie.
Ch. Eng.	A. Smith.
Ch. Eng.	R. Hartley.
Ch. Eng.	G. Rowe.

Ch. Eng.	J. Gilmartin.
Ch. Eng.	F. Young.
Ch. Eng.	J. Cummings.
Ch. Eng.	W. Rush.
2nd Eng.	G. Law.
2nd Eng.	W. Hughes.
2nd Eng.	I. Munro.
2nd Eng.	G. Harrison.
2nd Eng.	J. McCreery.
2nd Eng.	R. Pollock.
2nd Eng.	R. MacFarlane.
2nd Eng.	J. Weir.
3rd Eng.	G. Stevenson.
3rd Eng.	R. Wilson.
3rd Eng.	R. Kennedy.
3rd Eng.	W. Veitch.
3rd Eng.	J. Mathews.
3rd Eng.	J. Radcliffe.
3rd Eng.	D. Robertson.
3rd Eng.	I. Barclay.
3rd Eng.	J. Dillon.
3rd Eng.	C. Greig.
4th Eng.	W. Green.
4th Eng.	R. Jeffrey.
4th Eng.	J. Russell.
4th Eng.	E. Clark.
4th Eng.	D. Melville.
4th Eng.	L. Hughes.
4th Eng.	W. La Vas.
4th Eng.	W. MacDonald.
4th Eng.	K. Farrell.
4th Eng.	J. Mains.
Jun. Eng.	B. Dunstan.
Jun. Eng.	A. Lindsay.
Jun. Eng.	D. Gamble.
Jun. Eng.	P. Stephenson.
Elect.	W. Hornshaw.
Elect.	B. Martin.
Elect.	G. Horwood.
Elect.	B. Hallas.
Elect.	H. Buchanan.
Elect.	W. Lothian.
Elect.	S. Hill.
Elect.	E. MacLeod.
Cat. Officer	P. Coles.
Cat. Officer	T. Robson.
Cat. Officer	W. Mitchell.
Cat. Officer	E. Trotter.
Cat. Officer	J. Steventon.
Cat. Officer	W. Gray.
Cat. Officer	A. Welsh.
Ch. Steward	A. Randle.
G.P. Steward	J. McGarvey.
G.P. Steward	S. Bates.
G.P. Steward	B. Pickles.
G.P. Steward	J. Adamson.
G.P. Steward	M. Sanderson.
G.P. Steward	J. Witten.
G.P. Cook	T. Jones.
G.P. Cook	J. Gibson.
G.P. Cook	A. Campbellton.
G.P. Cook	W. Thomson.
C.P.O.	D. McMahon.
C.P.O.	J. McCormack.
C.P.O.	R. Whitfield.
C.P.O.	W. Harcus.
C.P.O.	J. Fenell.
C.P.O.	E. Brennan.
G.P.l	R. MacLean.

TRAINING - INDUCTION COURSE

Deck Cadet R. Albutt.

ONC PHASE 1 NAVIGATION

Deck Cadet T. Dunlop.
 Deck Cadet B. Andrew.
 Deck Cadet J. Campbell.
 Deck Cadet T. Farley.
 Deck Cadet H. Hardie.
 Deck Cadet D. Hiddelston.
 Deck Cadet B. Sharp.
 Deck Cadet C. Groundwater.

ONC PHASE 3 NAVIGATION

Deck Cadet W. McKie.
 Deck Cadet N. MacKenzie.
 Deck Cadet N. Wilson.
 Deck Cadet M. Barrington.
 Deck Cadet N. Smith.

OND PHASE 1 ENGINEERING

Eng. Cadet R. Currie.
 Eng. Cadet J. Drysdale.
 Eng. Cadet J. Hannah.
 Eng. Cadet D. McClelland.
 Eng. Cadet S. Andrews.
 Eng. Cadet A. Wink.
 Eng. Cadet G. Cowie.
 Eng. Cadet M. Fyfe.
 Eng. Cadet W. Irvine.
 Eng. Cadet L. MacLeod.
 Eng. Cadet V. McCourt.
 Eng. Cadet R. Morrice.
 Eng. Cadet J. Myers.
 Eng. Cadet R. Paterson.
 Eng. Cadet P. Shotton.
 Eng. Cadet G. Smith.

OND PHASE 3 NAVIGATION

Deck Cadet R. MacLeod.

OND PHASE 3 ENGINEERING

Eng. Cadet P. Broers.
 Eng. Cadet I. Rennie.
 Eng. Cadet W. Sewell.
 Eng. Cadet J. Lucas.
 Eng. Cadet G. Douglas.

METC PHASE 1 ENGINEERING

Eng. Cadet A. Kennedy.
 Eng. Cadet M. McLay.
 Eng. Cadet W. Moncrieff.
 Eng. Cadet A. Sinclair.
 Eng. Cadet P. Webb.
 Eng. Cadet L. Dunnett.
 Eng. Cadet B. Michie.
 Eng. Cadet A. Smith.
 Eng. Cadet A. MacPhee.

METC PHASE 3 ENGINEERING

Eng. Cadet P. Gray.
 Eng. Cadet R. Adcock.
 Eng. Cadet R. Healey.
 Eng. Cadet A. Marrs.

TRAINING - FIRST AID COURSE

Cat. Officer T. Dickson.

CATERING OFFICERS
COURSE

Ch. Steward I. Neave.

E.D.H.CERT.COURSE

E.D.H. C. Coull.

STANDING BY IN AMSTERDAM

Master A. Sutherland.
 Ch. Eng. W. Moore.
 P.O. R. Rafter.

LATE PERSONNEL NEWS

Congratulations to Mr. P. Dyson, Second Officer, on having gained his Master's Certificate.

FLEET NEWS (Con'd. from Page 5)

"BARON WEMYSS" - is due at Kwinana on the 16th October where she will load alumina for a U.S. west coast port north of Eureka. On completion of discharge she will drydock, probably at Seattle or Portland, Oregon, depending upon her discharging port, prior to moving north to British Columbia to load lumber and lumber products, on Time Charter to Canadian Transport, for Australia.

"CAPE WRATH" - sailed from Jarrow p.m. on the 15th October for Pointe Noire where she will load a cargo of manganese ore for Japan, calling at Cape Town for bunkers en route. On completion in Japan, she will move to Christmas Island to load phosphate for South Australia.

"CAPE YORK" - sailed from Kinnura on the 16th October after discharging part of a grain cargo loaded at Brisbane. The balance will be landed at Chiba, from which port she should sail on the 22nd October. She will then shift to Tsukumi, where she is due on the 24th October, to load limestone for Cape Lambert, North West Australia, and on completion of that fixture she will move to Port Pirie and there load concentrates for Avonmouth.

C O N T R A C T

Over the next few months the Company are setting themselves the target of reducing the duration which officers will serve on voyages to somewhere in the region of four to five months. This objective may appear to be over-ambitious and even impracticable in face of the ever-increasing difficulty in securing the requisite number of officers and our inability at present to relieve certain ranks after serving six months on board. However, it seems clear from information coming to us from our officers that one of the important aspects of employment at sea is the voyage length and therefore it is felt that if we have a time span objective more in line with the expectations of the people at sea, then we may more easily succeed in attracting officers into the Organisation and also retain those presently serving with us. This may well allow us to effect changes in personnel on board at shorter intervals.

It should be clearly understood, however, that there can be no guarantees given to any officer that relief will be achieved at any given time. Officers will appreciate that the nature of our business in the Shipping Industry from the commercial as well as the manpower aspects would not allow for such a commitment. Nevertheless, it is our stated intention and we will be working vigorously to this end.

Essentially, the plan, if it is to be implemented at all, will require to be phased in. This will mean that initially reliefs after four/five months may be possible for certain ranks while others will remain difficult to achieve. We are well aware that this is not an ideal situation. However, our view is that to gain some measure of success is better than none and will serve to demonstrate that we mean what we say. In the fullness of time it is hoped that our programme will apply to all ranks.

We will be altering our advertising copy to include a reference to our intended relief programme. Once again this should not be taken as a guarantee but simply as a target at which we are aiming.

Your co-operation in helping us to achieve our objective will be greatly appreciated.

Most officers will already know that the Company have consolidated into salary, payments made under the Limitation of Hours Agreement. Salaries will be adjusted with effect from 1st October, 1973. It is not our intention on this occasion to send out individual letters indicating the salary changes. Anyone in doubt can either refer to the Master who has copies of the revised salary scales or contact the Personnel Department.