

# TRIAD

JOURNAL OF  
**Scottish Ship Management Limited**



*M.V. "CAPE HOWE" AND "CAPE FRANKLIN"*

No. 20 WINTER 1973/1974

EDITORIAL

Normally one would expect to turn the last page of our old calendars with relief, full of anticipation at the promise of a new year. At the time of writing, however, 1974 does not have the look of a year that bodes well for it finds us walking the oil crisis tightrope.

Many at sea have seen plenty of evidence of fuel shortages in the slow-running of ships and fleet re-programming to take account of non-availability of bunkers.

Up until now we have been fortunate that no ship has actually been held up, but there have been a number of emergency situations which have only been overcome by a tremendous amount of planning at Princes Square where the hand-to-mouth existence is emphasised by daily conferences. Associated troubles are also in sight in the shape of rocketing oil prices and increasing signs of a world economic down-turn. The latter may well be the main problem to be coped with this year - which is sad because the fleet's prospects, as it emerged from the re-engining programme, looked distinctly bright.

The existing situation is too confused to allow any predictions, but a substantial amount of business is already held for 1974 and we shall have to continue our efforts to create a fleet which will live in all conditions.

Re-engining of the Ruston ships proceeds as planned, with the exception of those vessels equipped with G.E.C. gearing which is affected by production delays, aided and abetted by the current three-day week in the United Kingdom. The oil embargo on Holland has had an effect, but this has been minimised by re-planning. In passing, the United Kingdom power restrictions have affected us here in the Office, but work goes on throughout the week as usual.

Many of our Seastaff will already know that a decision was taken last year to broaden the scope of S.S.M.'s activities beyond ship management. To do this effectively, it was thought best to appoint a Managing Director who had no ties with either Parent Company and whose sole commitment was to S.S.M. Accordingly, we have pleasure in announcing the appointment of Mr. Gordon Scott Morris, who will take up his duties during February. Further details appear elsewhere in this issue.

Mr. N. Bowers has been in Australasia since the beginning of December, 1973, inspecting various ships and familiarising himself with the problems of operating in that area.

Mr. and Mrs. W. Nicholson are starting on a world tour in February which will take them to the Far East, Australia and Canada before returning to the United Kingdom in April. Mr. Nicholson will retire from his present position as Managing Director of Lyle Shipping Company Limited at the end of May, prior to becoming Chairman of the Company at the end of this year.

Mr. H.A. Walkinshaw is to be appointed Deputy Managing Director of Lyle Shipping Company Limited on relinquishing his present position with Scottish Ship Management Limited.

The Cover Photograph shows "Cape Howe" and "Cape Franklin" discharging iron ore at General Terminus Quay, Glasgow, last September. Our thanks are due to The Daily Record and Mail for that paper's permission to use this photograph.

This is my last opportunity of writing in TRIAD before handing over to my successor, Gordon Morris, in February. I think the opportunity should be used, not only to look back, but also to look to the future, as well as to say a personal 'thank you' to all who have contributed to our progress.

For there has been progress, despite setbacks and handicaps which are vaguely reminiscent of the Plagues of Ancient Egypt and presumably the latest in the series - the oil crisis - will lead to an economic down-turn throughout the world which will not be good for Shipping.

Perhaps it is not necessary to recapitulate on past troubles, except to say that they have undoubtedly made us a much more efficient organisation.

However, there is a growing awareness of the possibilities of development open to us and of our increased ability to grasp such opportunities. This still partially hidden strength will enable S.S.M. to make the most of the proposed structural changes in the Company.

The arrival of Gordon Morris is not just a change of Managing Director, but an indication of the changing status of S.S.M., which is to become more than just a company restricted to managing the fleets of its owners. We must now be prepared to develop further in the world of Shipping. Already, we have built up an enviable reputation in less time than most and we must enhance this by our own efforts in the years ahead. I know the Management will wish to maintain the personal atmosphere and ensure that the Company will continue to be progressive in its outlook. In the final analysis, S.S.M. is You, and we must use our combined energy and experience to good effect. I will not make any revelations now of our plans for the future, but they do exist and will be unveiled as they take shape. However, it can be said that there may be a temporary halt in the increase of fleet numbers until we assure ourselves that we have got on top of the manning problems and can staff these very expensive ships with the right numbers and quality.

So, I come to my last point which is to express my deep gratitude to the team which has coped with everything that has been thrown at it. My heartfelt thanks go to my fellow Directors - to Staff ashore and afloat for much loyalty and friendship, both made obvious on frequent occasions, as has much valuable advice. I do not feel I could have travelled this road in better company and I leave with genuine regret. The fine combination of people and ships we have assembled make us a Company to be reckoned with in World Shipping and able to face the challenges ahead.

I should end by also thanking our many loyal shipping friends - Charterers, Agents, Harbour Officials and others who have seen S.S.M. develop over the years and I am confident that the future will prove the wisdom of such friendly collaboration.

Herbert Walkinshaw.





Gordon S. Morris - - -

Mr. Gordon S. Morris takes up his appointment as Managing Director Designate of Scottish Ship Management Limited on 1st February, 1974.

He was born in London in 1931 and educated at Gidea Park College and King Edward VII Nautical School before commencing seagoing service with Andrew Weir, culminating in a command with Tate and Lyle. He came ashore to a position with the Vestey Organisation, which subsequently merged with Shaw Savill and Albion.

Mr. Morris left Shaw Savill to head a project as General Manager for Dawney, Day Merchant Bankers, from which he transferred to Fred Olsen, becoming a Chief Executive of one of their divisions within twelve months.

Currently, he is a member of The Honourable Company of Master Mariners, Vice Chairman of the London Maritime Association and of The Nautical Institute.

Other organisations within his qualifications are The Institute of Personnel Management, The Royal Institute of Naval Architects and The Royal Institute of Navigation.



The Annual Office Dinner-Dance was held on Friday, 9th November, 1973 at the Burnbrae Hotel, Milngavie. As on previous occasions, it was much enjoyed by all present and thanks and appreciation are due to the organisers for yet another happy and successful event.

Amongst the guests were Captain and Mrs. George Roger and we have received a letter from them expressing their thanks and emphasising how much they enjoyed the evening.

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The Annual Dinner of the Glasgow Shipowners' and Shipbrokers' Benevolent Association was held at the Central Hotel, Glasgow, on Tuesday, 13th November, 1973. A party of thirty-eight, including guests, attended from the Office.

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Miss Jean W. Davie, Invoice Clerkess in the Accounts Department, retires from the Office at the end of January, 1974. She joined Lyle Shipping Company in September, 1963 and was, of course, a founder-member of S.S.M. We offer Miss Davie our best wishes for a long and happy retirement.

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Whilst playing rugger in Edinburgh on Saturday, 5th January, 1974, Mr. Andrew M. Nicholson badly dislocated a leg bone. However, he is making excellent progress towards recovery, although it may be some time before he can reappear on the rugby field.

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Miss Pat Ralph has transferred from the Telex to the Computer Department as a Key Punch and Verifier Operator.

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Mr. Fu Mun Lo joined the Staff on 3rd December, 1973 as Project Engineer with the Technical Department.

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The following have also joined the Staff recently :

Miss Lesley Bell, on 1st October, 1973, as Copy-Typist to the Purchasing Department.

Miss Evelyn Barton, on 5th November, 1973, as Clerkess/Typist to the Accounts Department.

Miss Linda Newbiggin, on 3rd December, 1973, as Invoice Clerkess to the Accounts Department.

Miss Stephanie Kean, on 12th December, 1973, as Telex Operator.

Miss Maureen Wightman, on 7th January, 1974, as Clerkess/Typist to the Technical Department.

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This number of TRIAD includes cartoons by Mr. W. Vassie, Spares Controller with the Purchasing Department. We are grateful to him for these thoroughly professional contributions.

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On Pages 6 and 7 of this issue will be found an up-to-date Office Organisation Chart which replaces that of January, 1973 which appeared on Pages 12 and 13 of TRIAD Number 17.

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PERSONNEL NEWS

Our congratulations to :

Mr. Paul Wood on gaining his First Mate's Certificate in December.

Mr. Gavin Scott on being awarded the 'Best Officer-like Qualities' Prize during his recent Cadet Course in Cardiff.

Mr. William Bryce on his wedding on 19th December, 1973.

Mr. John Paget and Miss Primrose Jones on their engagement.

Mr. George Ramshaw, who was married on 25th January, 1974, in Australia, his home country.

Mr. and Mrs. J.F. McCormack on the birth of their daughter in October.

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It is with regret that we report the death of James Flockhart, GP1, who was tragically drowned in Kwinana Harbour, Australia, on 15th October, 1973, while serving on board "Baron Wemyss". We offer our deepest sympathy to Mr. Flockhart's widow and young family.

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It is also with regret that we record the death of Captain Kenneth MacLeod. Captain MacLeod was Head of the Navigation Department at Lews Castle College in Stornoway, Isle of Lewis, and news of his death will come as a sad shock to all who knew him.

## Safety

The following letter has been received from The British Shipping Federation who have asked us to make the results of the recent poster competition known throughout the fleet :

### ACCIDENT PREVENTION ON BOARD SHIP 1973 : SAFETY POSTER COMPETITION

"The second Safety Poster Competition sponsored by the BSF, which was open to all seafarers serving in British ships, closed on 31st October.

"Over 230 entries were received, producing a wealth of new ideas and showing once again the increasing interest many seafarers are taking in Accident Prevention. Ideas for the competition were required to be based on one of the following types of accident - slips, trips and falls, or accidents involving machinery or tools.

"Selecting the prize and certificate winners from such a large number of entries was a major task. It was performed by a panel consisting of Mr. R.A. Rowbotham, (C. Rowbotham & Sons (Management) Ltd.), Chairman of the B.S.F. Accident Prevention Committee; Mr. A.R. Begg (Assistant General Secretary, M.N.A.O.A.); and Mr. R.L. Spruhan (National Secretary, N.U.S.). Artistic skill was not necessary although the judges did take note of reasonable presentation.

"The first prize of £60 for the best idea for a safety poster has been awarded to Mr. R.N. Gardener, Second Officer; the second prize of £40 to Mr. B.E. Spicer, Second Engineer; and the third prize of £20 to Mr. R.H. Parker, General Purpose Rating. Best of the runners-up were Captain L.G. Buckenham and Mr. M. Nolan, Chief Engineer. Certificates of Merit were awarded to six other entrants. All prize and certificate winners have been notified personally".

The subject of Safety concerns us all, whether on board ship or at home. No one likes getting hurt but it does happen - and it happens sometimes when it need not. So, whether you deal with a safety committee on board ship or a 'husband and wife' safety committee in the home, please, please be safety conscious. Remember -

S - afety  
S - ertainly  
M - atters

## FLEET NEWS (as at 29th January, 1974)

"TEMPLE ARCH" sailed from Casablanca on the 9th January and is due Durban on the 30th January to replenish bunker fuel. Thereafter, she will proceed towards Japan to discharge, indicated ports being Tonda, Niihama and Muroran.

"BARON ARDROSSAN" is due at Geelong on 5th February to discharge and is expected to sail from that port on 9th February for South Australia to load for one or two ports in Indonesia.

"TEMPLE BAR" sailed from Hamburg on the 4th January and is due at Lobito on the 29th January to load for Sauda, Norway.

"BARON BELHAVEN" sailed from Port Alfred on 23rd January for Linden where she should arrive on the 31st January. Captain Walsh has reported that he encountered his first heavy pack ice of this winter in the Saguenay River on Christmas Eve.

"BARON CAWDOR" is due at Tachibana (on Shikoku Island, opposite Osaka) on the 30th January from Pointe Noire. From Japan she sails to Nauru to load phosphate for West Australia and after completion of that cargo will load at Port Pirie for Avonmouth. After completing at Avonmouth, she will sail to El Aaiun, Spanish Sahara, to load for Japan.

SCOTTISH SHIP MANAGEMENT LIMITEDJanuary, 1974ORGANISATION CHART

## Managing Director

## Secretary

## Data Processing Manager

Computer Operator/Trainee Programmer  
Key Punch & Verifier Operator  
Key Punch & Verifier Operator

## Chartering Director

## Chartering Director

Secretary  
Chartering Manager  
Chartering Manager  
Chartering Manager  
Fleet Programmer

## Financial Director &amp; Company Secretary

## Secretary

## Financial Accountant

## Assistant Accountant

Invoice Clerkess  
Accounts Clerkess  
Invoice Clerkess

## Wages Supervisor

Wages Clerk  
Wages Clerk

## Disbursements Supervisor

Disbursements Assistant  
Disbursements Clerkess

Freights Supervisor  
Clerkess/Typist

## Cost Accountant

Cost Clerkess  
Shorthand Typist/Clerkess

## Cashier

Assistant Cashier

## Office Services Manager

Shorthand Typist/Clerkess  
Shorthand Typist/Clerkess  
Telephonist  
Telephonist/Receptionist  
Telex Operator/Copy Typist  
Receptionist/Copy Typist  
Stationery/Printing  
Office Junior  
Office Junior

H.A. Walkinshaw

Mrs. M. Cree

J. Brown

D.S. Beveridge

Miss S.H. McCorquodale

Miss P. Ralph

T.S. Shearer

J.P. Walkinshaw

Miss C. Sloane

R.J. Doak

A.R.M. Jeff

R.S. Trythall

R.H.B. Gardiner

J.G. Marshall

Miss M. Taylor

R.W. Forrest

W. McMillan

Miss J.W. Davie

Miss M. Sinclair

Miss L. Newbiggen

D.M. Campbell

W.A. Taylor

A. Gillies

A.G. McCormick

N. Smith

Miss M.H. Jepson

A. Macaskill

Miss E. Barton

D. Gray

Miss A. Russell

Mrs. M. McGregor

E. Robertson

Mrs. I. Dickie

W. Anderson

Mrs. S. Allan

Miss Z. Alison

Mrs. R.E. McKinnon

Miss C. Galbraith

Miss S. Kean

Miss L.M. Bell

D.H. Biggerstaff

A. Taylor

S. White



## Managing Director

## Operations Director

Secretary

W.M. Scott

Ship Manager

Mrs. E.M.K. Inglis

Operations Assistant  
Clerkess/Typist

J.E.F. Fulton

J.A.B. Stevenson

Miss A. Sanderson

Ship Manager

D. Fox

Ship Manager

W. Picken

Claims Manager

J.S.M. Begg

Personnel Manager

H. Clark

Personnel Officer - Appointments

A. McConn

Personnel Officer - General Services

R. Morrison

Personnel Officer - Ratings

J. Gray

Recruitment Officer

R.H. Murray

Training Officer

A.M. Nicholson

Shorthand Typist/Personnel Assistant

Miss M.C. McLean

Clerkess

Mrs. R. Gilchrist

Catering Superintendent

D.T. Border

## Technical Director

N.K. Bowers

Chief Superintendent Engineer

A.G. McKenzie

Chief Superintendent Engineer

J.A. Lazaras

Superintendent Engineer

J.A. Gray

Superintendent Engineer

J. McLennan

Superintendent (Electrical)

A.T.M. Lumsden

Chief Administrative Superintendent

J.R. Murphy

Administrative Superintendent

A. Baillie

Technical Department Administrator

J. Allan

Spares Controller

W. McEvilly

Clerkess

Miss S. Morton

Spares Programmer

W. Vassie

Stores Assistant

J.K. Thompson

Stores/Spares Clerk

J.P. Daly

Clerkess

Miss M. Wightman

Project Engineer

Foo Mun Lo

Technical Assistant

J. Smith

Chief Marine Superintendent

R.D. Love

Marine Superintendent

P. Smith

The subject of Video Cassettes played through the ship's television sets has, no doubt, been discussed on board. It has certainly been discussed during Seastaff Meetings here in the office and it is understood that some members of the Seastaff consider a change to this type of entertainment may give more pleasure than the existing film viewing.

Some of the advantages for your consideration are as follows :

1. The T.V. sets can be viewed and played at any time.
2. The sets can be operated by any responsible member of the crew.
3. There is always a perfect picture with no interference.
4. The existing sets can be used.
5. Many tapes are educational.
6. Important football matches are taped and also the best television programmes.
7. All cassettes are for one hour's viewing.

The advantages of the existing system using Walport films are as follows :

1. Seastaff can look forward to a particular day when a film is being shown, thus making for a social occasion.
2. It is possible to get away from the shore-side habit of 'staring into the box'.
3. Seastaff can catch up with films which they may miss while at sea.
4. Films have the added advantage of being presented in colour.

Readers, after thought and discussion, should present their views to the Master either by word of mouth or through the Welfare Committee and it would be hoped a fair assessment can be received at the office before the next issue of TRIAD. Readers on leave may give their opinions either verbally at the office or by letter.

Some thoughts for consideration, apart from the advantages given above, are given. Should a television set break down in either the Ratings or Officers area, provision would have to be made for the remaining set. Television sets, when operated by several people, have an unfortunate habit of breaking down. Colour film cassette viewing is to be introduced in the future, so the present black and white sets will remain for the time being. It is not the intention of the Company at present to supply both types of entertainment although in time this decision may change.

We look forward to receiving your letters on this subject.

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From the October, 1973 issue of the Marine Observer we were interested to read two articles submitted from the "Cape Horn" and the "Cape York".

Captain Tattersall's vessel reported on an unidentified sea bird seen in the vicinity of Nauru. Captain Edge's vessel passed through orange-tinted water which was described locally as being the result of spring tides washing away dead coral.

Letters from ships to the Marine Observer magazine are always welcome and make very good reading on occasion.

R.D.L.

This seems a good opportunity to mention again that letters and articles to TRIAD are also very welcome! Ed.

Captain J. Jennings, "Cape Howe", has sent us a copy of letter he wrote in November, 1973 to the Producer of "The Merchant Navy Programme", put out by the B.B.C. World Service. Captain Jennings wrote :

"Dear Sir,

It was with considerable amusement that I listened to the earlier part of your programme a few weeks ago, during which you interviewed a yachtsman who had flown back to the U.K. from Cape Town, where he had arrived in the course of the present Round The World Yacht Race.

He discussed with your interviewer the matter of the poor lookout kept by the Merchant Navy and, in particular, the case of a Polish tanker at which his yacht had fired a distress rocket in order to attract attention. He has doubtless read the various books which inevitably follow every circumnavigation of the world by yachtsmen and the point concerning lookout is raised amongst these too. However, I do not think this discussion was objective enough and would like to point out one or two facts as they appear to many of us on the other side of the hill :

1. A Polish tanker does not represent the British Merchant Navy.
2. In order to save wear and tear, and because of delays in getting spare parts sent to a ship or repairs done, radar is not normally in operation in clear weather out of range of land. We tend to save it for use in restricted visibility - in the pious hope that it will function then, if at no other time!
3. The reaction on many merchant ships upon sighting a yacht is not necessarily to dash over at once and enquire tenderly whether one may be of assistance in any way, unless there is a Lloyd's message out for information on the yacht, but rather to say "Probably some clown sailing around the world", or words to that effect, and give it a wide berth. After all, yachts are grouped in most seamen's minds with fishermen, naval vessels and passenger ships as craft most likely to disregard the Collision Regulations. This makes them unpredictable, dangerous and therefore to be given a wide berth.
4. Further to 3 above, I imagine that tanker officers, after hearing your recent programme, will be inclined to alter course away from any yacht until it is right astern and then give a double ring Full Ahead, because :
5. If you let pass on your programme this story of firing a rocket into a tanker's wheelhouse door, without pointing out the irresponsible stupidity and danger of explosion in this procedure, we shall soon have the yacht-chandlers selling long-burning, tanker-attracting rocket kits to anyone thoughtless enough that wants to buy one. Evidently the Polish tanker was going to pass very close by the yacht; if it were going to hit the yacht, presumably it would have done so - but it did not. Therefore, one supposes that firing rockets was a panic or angry measure. However that may be, I think you should take the opportunity to emphasise the following for any yachtsman or others who may think firing rockets is a good emergency idea upon the near approach of a tanker. In its simplest terms, a tanker is, most of the time, in danger of explosion if so much as a cigarette is lit anywhere on the outside deck. That is why 'No Smoking' notices are displayed - on the front of the bridge, for example. The only exception to this rule that could be supposed by an observer is when the ship is 'gas-free' repairing in drydock. At any other time one must assume that so much as a spark from a passing ship could cause an explosion which would destroy the tanker and anything else within distress rocket range.
6. From my fairly extensive experience of types of ships, trades and companies, I would say that the vast majority of us keep a very good lookout, even on ships with reduced manning.
7. I know little, however, about sailing and would be genuinely interested to know why, under the Regulations For Preventing Collisions At Sea, Rule 21, the yacht could not have come round until she was close-hauled, without changing tack, and thereby caused the compass bearing of the tanker from the yacht to change.

In conclusion, it may well be that most of these remarks have already been made by others; I have missed your programme since the one in question, in which case do feel free to fling this epistle into the dustbin."

and the reply

"Dear Captain Jennings,

Thank you so much for your letter. We did, in fact, receive one other letter from a Master complaining briefly, though in much stronger terms, about the foolhardiness of firing a signal rocket on to the bridge of a tanker. We commented on this in the following week's programme, but you may have missed that one.

As we compile a programme which we hope will be of interest to seafarers, you can imagine how pleased, and encouraged, we are to receive letters such as yours."

(Signed) Richard Dingley, Producer,

"The Merchant Navy Programme"



### Mr. James P. Daly

Jim Daly joined Scottish Ship Management in 1968 as an Office Boy, prior to moving into the Purchasing Department. For some time Jim was responsible for the printing of TRIAD, a job he did with considerable ability.

Jim's spare time is spent mostly at the piano, which he has been playing since he was ten and, indeed, it was only last year that he discontinued taking further musical tuition. He also enjoys listening to orchestral music and reading books on fact.

Jim is unmarried and lives in East Kilbride, Lanarkshire.



### Mrs. Margaret Lawrence

Probably not many of those working in the Office during the day meet the Early Morning Staff - for the very reason that gives them their title. There are fifteen ladies who comprise this efficient team and their Supervisor is Mrs. Margaret Lawrence.

Mrs. Lawrence has been with us, and with Lyle previously, for no less than twenty-one years. She is married, with two sons and a young grand-daughter whom she welcomed home from South Africa early in December.

A busy life is made even busier by the fact that Mrs. Lawrence is a voluntary helper with the Meals-on-Wheels Service.



### Mr. Jim Gray

Jim was born and bred in Argyllshire. After leaving school he attended Watt Memorial College, Greenock, and there obtained his P.M.G. Certificate. He joined the Marconi Company early in 1962 and sailed with various companys as Radio Officer until late 1965 when he came ashore to join Dunbartonshire Police. He served as Constable, stationed at Helensburgh, until June, 1971 when the 'sea-going bug' bit again, so he returned to sea, this time with S.S.M. He came ashore in June, 1972 when he joined S.S.M.'s Personnel Department with special responsibility for all Ratings.

Jim is married and has three children. He is a keen football supporter, with leanings at one time towards Rangers, but is now a fervent Dumbartonian! He is also keen to play, legs permitting!



The following article appeared originally in the Christmas, 1973 number of the Northern Lighthouse Journal and we are grateful to the Editor of that publication, and to Mr. R.A. Ferguson, the author of the article, for their permission to reprint it in TRIAD. Mr. Ferguson is a Workshop Foreman with the Northern Lighthouse Board.

### A VISIT TO A MINOR LIGHT

Despite the fact that 'they' seldom turn me loose nowadays, the opportunity for an escape does present itself from time to time and such an occasion came my way in February, 1971. I had always fancied a walk across the Forth Railway Bridge and thanks to what it will suffice to describe as a set of remarkable circumstances I set off for Waverley Station one morning assured of fulfilling my wish. I was the guest of British Rail and was met by the Engineer who has charge of the bridge and, together we journeyed out to Dalmeny. To be truthful, our objective was not the shore of Fife but the small, unattended light which is situated under the Inch Garvie Tower of the Forth Bridge. My companion, a fellow in his mid-thirties, had only been appointed to the bridge section several days before our visit and was as keen as myself to visit the light.

A small office on the platform of Dalmeny Station is reserved for the bridge working party foremen and here we met the Inspector who was to be our guide. In sharp contrast to ourselves, this fellow had been "Forty year on the Brig - except for a spell during the war when I was on the Tay". One got the idea that he breakfasted on rivets washed down with red oxide paint and his handshake merely confirmed this impression!

The date of my visit had been left to myself and I picked one which was preceded by a week of gales and rain but which turned out to be as fine a February day as I had ever seen, with not a breath of wind and the sun just right for photography.

After donning the regulation orange jacket which must be worn by all who walk the track we set off along the Southern approach. Compressors, dynamos and welding plants hummed all over the place as the maintenance crews were obviously out to take advantage of the fine weather and the Inspector stopped from time to time to give advice about the rigging of a staging or the renewal of a strut in the girders. All wished us a cheery 'Good morning' and morale was clearly high that day. The rescue boat lay under the shadow of the bridge and is in radio contact with the lookout whenever men are working on the structure.

I had crossed the Forth Bridge frequently since early childhood in trains and welcomed the chance to meet it on a more personal footing. I took several photos showing the vista along the tracks and was most impressed by the wind effect caused by passing trains. The rule is that when a train passes on the track nearer to where you are standing you put your arms over the parapet railing and hang on!

Thus far we had been on the part of the bridge which everyone knows but now we had reached the mid-point and crossing the track to the 'sixfoot' - the space between the north- and south-bound tracks - the Inspector lifted a hatch cover and, beckoning us to follow, he disappeared down a flight of steps. This is the hatch down which disappeared Robert Donat, Kenneth More, and probably several other heroes who have played the lead role in the various film versions of John Buchan's 'Thirty-nine Steps'. We found ourselves on a platform which runs athwart the rail bed and we walked to the western (upriver) end of this where a 180 degree turn brought us to the top of the longest straight ladder which I have ever seen. It must be all of 150 feet long and descends at an angle of 60 degrees. It has properly-formed wooden steps and a handrail of sorts and is built on top of a square section lattice girder which spans the width of the bridge and ends on the stone foundation pier on the eastern (downriver) side. The scale is akin to a ladder running from the top-most balcony of the Scott Monument to Princes Street and, with a gruff "Noo, watch yer feet and min' yer heids!", our guide led the way down. I followed and the Engineer brought up the rear. Half-way down the Inspector stopped and gave us a sideways glance to see how we were reacting and we must have succeeded in convincing him that we did this sort of thing regularly for exercise as he appeared satisfied with our condition. We had a breather (it was hard work descending that ladder) and the sheer immensity of the structure was much more apparent from this angle. One's orientation goes a bit haywire with the whole world above one's head and the waters of the Forth showing through the void of the girder below. The feeling of detachment

is pretty impressive and, for good measure, we were treated to the effects of a train passing overhead. It felt as though we were clinging to <sup>2</sup>/<sub>guitar string</sub> which had been twanged. All of the compression members of the bridge are tubular in form and all the tension members are open lattice girders and I confess that the tension was not confined to the girders at this stage of the proceedings!

Eventually, we arrived at the base of the tubular towers and I was most impressed by the condition of the stonework which forms the piers. They give the impression of having been built last week. It was now necessary to re-cross to the up-river side of the bridge and this is done by means of a catwalk which crosses a girder lying on the tubular cantilever members. As the catwalk is inside the girder in this case the feeling of security is somewhat greater, but the whole thing lies at a side-ways angle of about ten degrees and one is also climbing slightly during the traverse of the catwalk. A vertical ladder drops from the end of this girder on to the balcony of the small lighthouse and it was the first time that I had arrived at a lighthouse downwards. We entered the lightroom and sat down to do justice to the coffee and sandwiches which we had brought along. A dram wouldn't have gone amiss.

There are navigation lights on the bridge at rail level above the navigable channels and this one at sealevel. All are electric, taking power from the mains supply but the rail level lights have paraffin emergency standby units and the sea-level light an acetylene standby unit. The railway signals are paraffin lit and therefore independent of mains. The sealevel light has an ordinary 100-watt bulb hung in the centre of a beehive lens with an ancient Moyes acetylene flasher immediately below it. In the event of a power failure, the bulb is swung aside and the flasher lit. Little importance appears to be attached to such niceties as focal height and at the limited range at which the light is meant to be observed it probably mattereth little.

The character is a flashing one and the coder for the electric bulb is installed in a workman's bothy at rail level, this being a simple make-and-break contact actuated by a revolving motorised cam. The Engineer informed me that it was his intention to scrap the acetylene flashers and to put a small generator in the bothy beside the character coder. I had a quiet smile to myself when he said in a perplexed tone of voice "The only snag is getting the money out of the finance wallahs!" Needless to say, these lights have all to be lit by hand in the event of a power failure and the journey to accomplish this can be hazardous in the extreme. The task usually falls to our friend the Inspector, who lives at Dalmeny and who is at the wrong end of the telephone when trouble arises.

The light in which we now sat is built on the only remaining pier of the bridge which was begun by Sir Thomas Bouch, the builder of the first, ill-fated, Tay Bridge. Bouch's name will always be associated with this unfortunate structure, although many of his other works stand to this day all over the country in the form of graceful stone viaducts and other bridges. He got the job of designing the Forth Rail Bridge but the work was stopped at a very early stage when the Tay Bridge collapsed. If drawings of his proposed Forth Bridge are anything to go by, the cessation of work was probably one of the few good things to result from the tragedy. The present Forth Rail Bridge was built by Tancred, Arrol and company and the story goes that the designer was advised by one of his friends to have a good look at Holbein's painting of King Henry VIII before starting. This shows the king standing with legs apart, the very essence of strength and stability, and whatever the truth behind the story, this is how the bridge is built - in contrast to Bouch's Tay Bridge, which stood to attention, feet together.

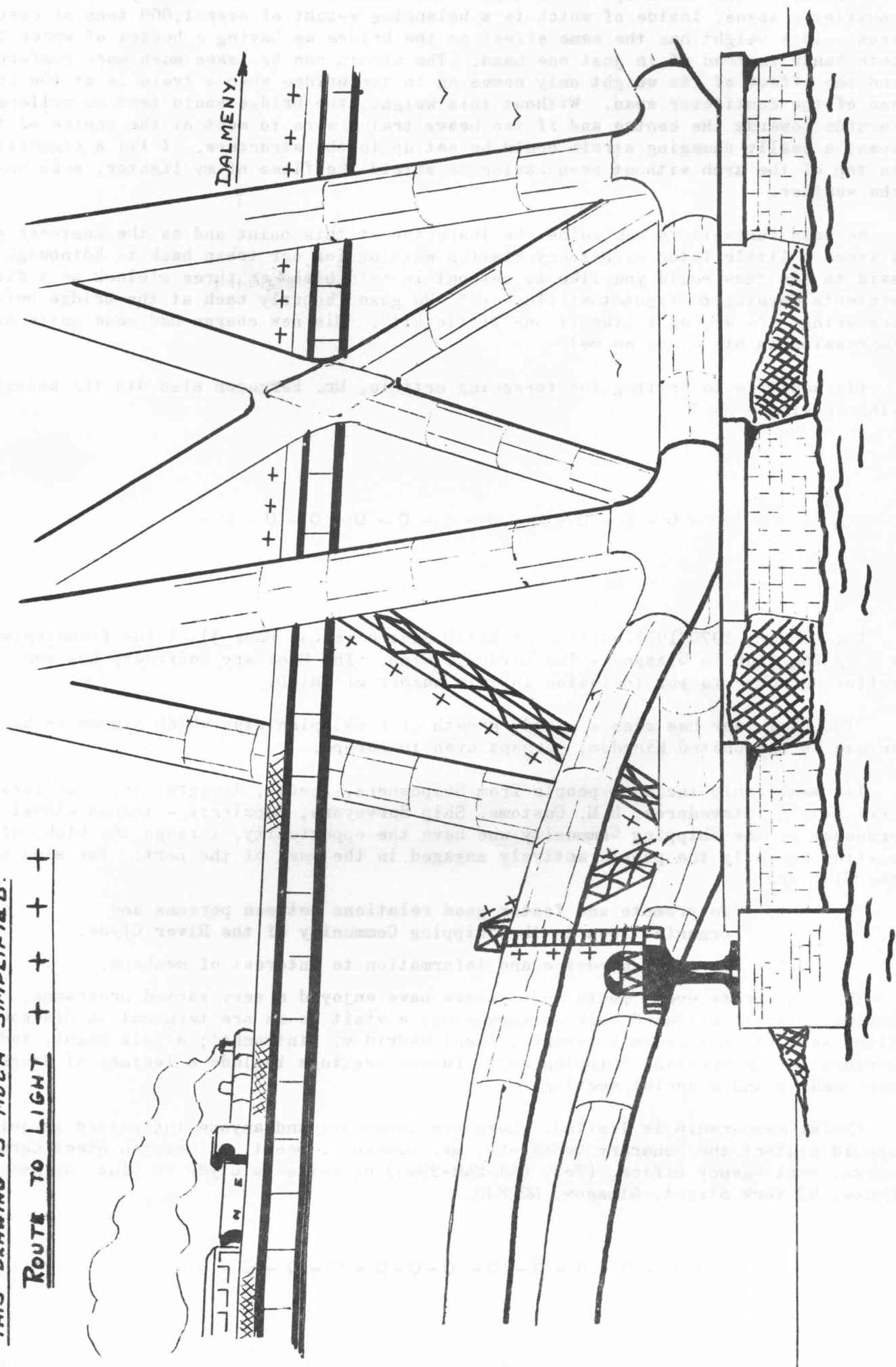
Having partaken of refreshment and tested the flasher, we set off on the homeward journey - up the vertical ladder, across the catwalk and on to the stone pier. We diverted at this point on to Inch Garvie itself which is connected to the pier by a short bridge and spent some time in further admiration of the rail bridge from this new angle. Needless to say, I was using the camera pretty freely and obtained some nice shots of the foundations resting on the piers. I was amazed at the number of coins which were scattered on the grass of Inch Garvie, these having been thrown from passing trains and most of which were green from exposure to salt air and spray. I pocketed a couple of pennies as souvenirs.

The day was quite perfect by this time, with a real heat from the sun, and we could have lingered on the island for long enough but we had to move on and climbed that interminable ladder atop the girder to rail level. Maybe it was the weather, or the satisfaction of having explored some new territory, but whatever the reason the



THIS DRAWING IS MUCH SIMPLIFIED.

ROUTE TO LIGHT + + + + +



bridge seemed friendly now, in contrast to the extreme reserve with which it appeared to treat us on the outward journey.

Finally, I was taken up to the top of the stone arch at the south portal of the cantilever spans, inside of which is a balancing weight of over 1,000 tons of cast iron. This weight has the same effect on the bridge as having a bucket of water in both hands instead of in just one hand. The strain can be taken much more comfortably and the effect of the weight only comes on to the bridge when a train is at the other end of the cantilever span. Without this weight, the bridge would tend to collapse inwards towards the centre and if two heavy trains were to meet at the centre of the span, a really damaging strain could be set up in the structure. I lit a cigarette on top of the arch without even having to shield the flame of my lighter, such was the weather.

We said farewell to our guide the Inspector at this point and as the Engineer and I stood a little later on Dalmeny Station waiting for our train back to Edinburgh I said to him "How would you like to set out in cold blood at three o'clock on a dirty winter's morning to light that flasher?" He gazed soberly back at the bridge before answering - "I wouldn't like it one little bit". His new charge had made quite an impression on him - and on me!

(In addition to writing the foregoing article, Mr. Ferguson also did the accompanying drawing - Ed.)

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The Winter, 1972/1973 edition of TRIAD gave news (on Page 3) of the founding of a shipping club in Glasgow - The Clyde 72 Club. The Honorary Secretary has sent the following comments for inclusion in this number of TRIAD.

"The past year has seen a steady growth of a shipping club which claims to be unique in the United Kingdom, perhaps even in Europe.

Its membership includes people from Shipowners, Agents, Immigration, Chandlers, Port Health, Stevedores, H.M. Customs, Ship Surveyors, Repairers - indeed almost all branches of the Shipping Community who have the opportunity, through the Club, of meeting socially the people actively engaged in the work of the port. The aims of the Club are :

1. To promote and foster good relations between persons and organisations in the Shipping Community of the River Clyde.
2. To provide advice and information to interest of members.

The Club meets every month and members have enjoyed a very varied programme, including an illustrated talk on surveying; a visit to an ore terminal in Glasgow; films such as 'Rotterdam Europort', 'Real Madrid v. Eintracht'; a Folk Night; and a lecture on The Merchant Shipping Act. Future meetings include a lecture of drugs; wine-making and a social meeting.

Whilst membership is limited, there are vacancies and anyone interested in joining should contact the Honorary Secretary, Mr. Duncan J. Scott, of British Steel Corporation, Port Agency Office, (Tel. 041-248-2910) or write to Clyde 72 Club, Atlantic House, 47 York Street, Glasgow, G2 8JQ.

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# Q U I Z

1. In the world of nature, what lives in a drey?
2. Who became Lord Protector at the end of the British Civil War?
3. Mesopotamia means 'between two rivers'. What are the two rivers?
4. How many legs has an ant?
5. Name the Maid of Norway's father and mother.
6. What is 'fool's gold'?
7. Why could the ten days from 5th to 14th October, 1582 be known as the Ten Lost Days?
8. Who was the author of 'Ode to the West Wind, whose wife wrote Frankenstein?
9. In round-scoring in amateur boxing, how many marks are assigned to each round?
10. If a Red Indian gave you wampum, what would you get?
11. Who was the Spanish adventurer who conquered Peru in the 16th century?
12. Between which two seas do the Caucasus Mountains lie?
13. Who first sent a message by radio across the Atlantic?
14. What does a taxidermist do?
15. Name the creator of The Saint, a character in detective fiction.
16. Which insect was responsible for the spread of the Black Death?
17. The point in the heavens directly overhead is the zenith. What is the opposite, or the point directly below?
18. Which British monarch first earned the title 'Defender of the Faith'?
19. What is the standard unit of volume in the metric system?
20. When can a chess player have two moves at once?

(Answers on Page 28)



The theory that monstrous freak waves are responsible for much of the damage and disaster caused to shipping off South Africa's rugged east coast is being challenged by oceanographers in Durban - no freaks, they say, just routine. The latest victim was the British Ben Line freighter "Bencruachan", 12,092 tons gross, outward bound from London to Singapore. She was hit by a 45-foot high wave 'that came from nowhere' while approaching Durban for bunkers.

She was 80 miles off shore. The wave broke her back but she was able to stay afloat and move under tow to Durban. A less solidly-built vessel could well have been a total loss.

The "Bencruachan" is only one of a long list of casualties that include, in recent years, the passenger liner "Edinburgh Castle" (badly damaged), the tanker "World Glory" and, in all probability, the mystery disappearance of the British liner "Waratah", which vanished with all on board 60-odd years ago. Seaboard contours are responsible, says Professor J.K. Mallory, former chief hydrographer of the South African Navy. Routine conditions of currents and winds, says Mr. Frank Anderson, head of the Oceanographic Division of the Council for Scientific and Industrial Research in Durban. "The precipitous edge of the 100-fathom line near the coast," says Mr. B. Wallace-Bradley, a master mariner of experience in South African waters.

Freak or routine, the 'killer' waves off South Africa's wild coast have had an evil reputation for centuries. Great toll was taken of the Portuguese, Dutch, British and French galleons and men-o'-war engaged in the rich trade from the Indies who made landfall on the comparatively unknown African coast for water.

The stretch of coast between Durban and East London, says Professor Mallory, is among the most dangerous areas to shipping in the world. The distance between the edge of the Continental shelf and the coastline diminishes rapidly from the north, and the slow shelving gives way to a precipitous drop. When surface water is driven by a south-westerly gale against the natural surge of the current conditions are created when 'anything can happen'.

'A vessel', he says, 'sailing along the coast with a south-westerly gale, about eight miles out to sea, might find herself plummeting suddenly into a cavernous trough and being pounded by the double wave before her bow recovers from the dive'. (This is exactly what happened to the "Bencruachan", said a passenger describing the 'wave that wasn't there'). 'When a cold front has passed along the coast and a south-westerly gale begins to blow, the waves it has been pushing for hundreds of miles along the coast are drastically affected by the Agulhas Current. At this point it is moving at four knots.'

Off the Port Shepstone-Port St. Johns area, the Continental shelf dips sharply, and the action of the current on this underwater cliff can cause the waves driven by a south-westerly gale and moving at different lengths and a different angle to the current to superimpose. The result, says Professor Mallory, is sudden. The regular movement of the vessel riding head-on into the swell is altered by a sudden bow dive. The superimposed waves have scooped out a trough twice as deep as the one created by the swell. At a speed of 15 knots or more the impact of the water can be devastating. And so the 'freak wave' is born.

The wave that hit the "Bencruachan" was said to be over 40 feet high. Others have been recorded in this same area of being well above 50-foot level.

Captain George Foulis, of the research ship "Meiring Naude", who has an intimate knowledge of South African waters, belongs to the 'routine school'.

'The crucial thing', he says, 'is to be sailing with the current and facing at the time a south-west wind. I was with a 15,000-ton ship travelling with the current and facing a south-wester when one of these waves stove in the bulwarks and tore away railings. A 1,000-ton coaster travelling parallel with us, also facing the wind but out of the current, suffered no damage at all'.

The Africa Pilot reports on these conditions : '...In the event of meeting a south-westerly gale off this part of the coast a very dangerous sea will be experienced at or outside the edge of the 100-fathom line...'

Laden tankers must keep out at least as far as the traffic separation zone, which more or less coincides with the edge of the 100-fathom line, and now are not to be allowed to come closer than twelve miles off the coast. To avoid the real villain, the precipitous edge of the 100-fathom line with its deep ravines and gullies, tankers will have to lay course much further out.

This is the opinion of Mr. B. Wallace-Bradley. 'The edge of the continental shelf with its deep ravines seems to shoot the current surface-wards and increase the 'wind over tide' effect.'

In view of the recent expensive hammering taken by the "Bencruachan" and the increasing use of the Gulf-Cape route by tankers, the South African Council for Scientific and Industrial Research are now preparing a report to make known the dangers inherent in the conditions that cause 'the wave that wasn't there'.

Our grateful thanks are due to the Editor of Fairplay for his permission to us to reprint the foregoing article in TRIAD. It originally appeared in the edition of Fairplay dated 20th September, 1973.

One of the most famous bells in the world, and almost certainly the best-known bell in maritime circles, must be the Lutine Bell. The following interesting article about this bell also appeared in a recent edition of Fairplay International Shipping Journal.

#### THE LUTINE BELL

The 'Indian summer' of 1799 was drawing to a close as H.M.S. "Lutine" lay at anchor on 8th October in Yarmouth Roads awaiting sailing orders. She had been detailed by the Admiralty to carry an immense treasure in coin and gold bars to the agents in Hamburg of a group of London merchants. The cargo was over £1,000,000; and the merchants feared for its safety in seas that swarmed with enemy vessels and privateers; so they requested that a Royal Navy ship should carry their treasure.

The frigate was launched at Brest for the French Navy in 1785, being named "La Lutine". She is recorded as mounting 36 guns at that time, though she was later registered as a 32-gun vessel. Over 140 feet long and nearly 40 feet wide, she carried a crew of 240 men. The "La Lutine" was not exactly captured by the British, because she was handed over to Admiral Lord Hood at Toulon in August, 1793 by loyalists who were anxious that this and other French warships should not fall into the hands of the revolutionaries in France.

Still known as the "La Lutine", the frigate took part in the Corsican campaign (1794) under the orders of Nelson, then commanding the "Agamemnon". In company with other British warships, the "La Lutine" escorted a convoy of merchantmen (losing nearly half of these to the enemy on the way) to England, where she was entered in the Navy list as H.M.S. "Lutine". During the next four years, H.M.S. "Lutine" served actively with the Royal Navy, first under the command of Captain Adam Boyle and later under the command of Captain John Monkton; but, in June, 1799 Captain Lancelot Skynner took command of the frigate, following a distinguished career in the West Indies. H.M.S. "Lutine" was, in fact, under orders to meet and convoy the Hudson Bay fleet on its way home, but the Admiralty agreed that she should carry the treasure to Cuxhaven first.

Whilst she lay in calm water in the Roads that evening in October, Captain Skynner allowed his officers to hold a ball, at the height of which sailing orders arrived. The social occasion was immediately terminated, as the ship prepared to sail, and the guests were hurried ashore, although some passengers for Cuxhaven remained on board. Shortly after midnight, a fair wind filled her sails and carried H.M.S. "Lutine" out of the Roads on what was to be her last voyage.

There seems to be some confusion in the records regarding what happened exactly, but the fact is that the frigate encountered gale-force winds off Vlieland and, near Terschelling, she ran aground on a sandbank and sank almost immediately. Only two survivors were found, both clinging to wreckage. Although they both died shortly after this, one lived long enough to give some account, albeit a layman's, of what happened. The log book was never recovered; so the facts cannot be verified. From reports, it was learned that H.M.S. "Lutine" sailed in the small hours of Wednesday, 20th September, 1799. She was sighted by a Dutch vessel on 21st September, after midnight,

9th October, 1799. The report in Lloyd's List (22nd October, 1799) records: "The 'Lutine' frigate, from Yarmouth to Cuxhaven, was wrecked in the night of the 9th inst. near the Vlie Island. Only one man was saved." One must assume that this means she was wrecked after midnight on the night of 9th/10th October, although it does not really matter, since her wreck was found immediately and, despite moving sands, has been traced many times since during successive attempts to salvage her treasure. One can only conjecture at her reason for being in the vicinity of Vlie-land when she ran aground. One would expect her to keep well out into the North Sea on approaching and passing Texel, Terschelling and the other Dutch off-shore islands. Perhaps the N.N.W. gale blew her closer inshore than was prudent, although it has been suggested that the frigate intended to call at Texel to deliver money to the paymaster for the British troops stationed there.

Despite the many mysteries about the "Lutine's" last voyage, it is a fact that she lies buried in the sand, in not very deep water, off the island of Terschelling, a temptation to salvors over the years. But the currents and shifting sands have defeated numerous attempts to salvage her rich cargo. It is doubtful whether the ship was insured, but it is believed that the cargo was insured 100 per cent at Lloyd's, although the destruction of Lloyd's records in the Royal Exchange fire of 1838 made it impossible to trace the individuals who bore the loss. In due course, Parliament vested the salvage of the "Lutine" (if any) to Lloyd's, so that when some relics, including the ship's bell, were salvaged in 1859, these were handed over to Lloyd's. From the rudder, Lloyd's fashioned a table and chair, and the ship's bell was suspended in the underwriting room, henceforth to be known as the Lutine Bell.

The Lutine Bell weighs 106 lbs. and is  $17\frac{1}{2}$  inches in diameter. Close examination reveals the inscription "St. Jean" on the side of the bell where one might reasonably expect to see "La Lutine"; so it appears that the bell was not made specially for the "La Lutine". It is believed that the bell was, in fact, second-hand. Another interesting theory is that it was intended to call the frigate "St. Jean", but the name was changed. Records indicate that she was on the stocks for six years; so it is quite probable her name was changed, for "Lutine" (meaning 'elf' or 'sprite') seems to have been a popular name in the French Navy. Between 1793 and 1806 there were four "Lutines" in the French Navy, but the name seems to have been unlucky for all were captured by the British and, following the loss of H.M.S. "Lutine", the British never used the name again.

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The following letter from the Singapore St. Andrew's Society, dated 15th October, 1973, was received too late for inclusion in the last number of TRIAD.

"Dear Sirs,

The Singapore St. Andrew's Society wishes to convey its gratitude to you and in particular, to Captain G. Towers of m.v. "Baron Cawdor", for the presentation of the flag of St. Andrew's to the Society.

Your flag will be proudly displayed on the occasion of our annual celebration of Friday, 30th November, 1973 at which His Excellency, Sir Sam Falle, British High Commissioner, will be the Guest of Honour.

It will certainly enhance the decorations which grace this occasion and will be a reminder to all our members of your interest in our Society."

With best wishes,  
Yours sincerely,

(Signed)

J.L.M. Gorrie  
Chieftain





Left to right : Mr. Van der Steen, a Director of Amsterdamsche Droogdok Mij, N.V.; Mr. J.C.R. Van den Bergh, Technical Representative, Stork-Werkspoor Diesel B.V., Amsterdam; and Mr. William Anderson, Chief Engineer



"BEHIND SCHEDULE CAPTAIN PONSONBY - AREN'T YOU ?"

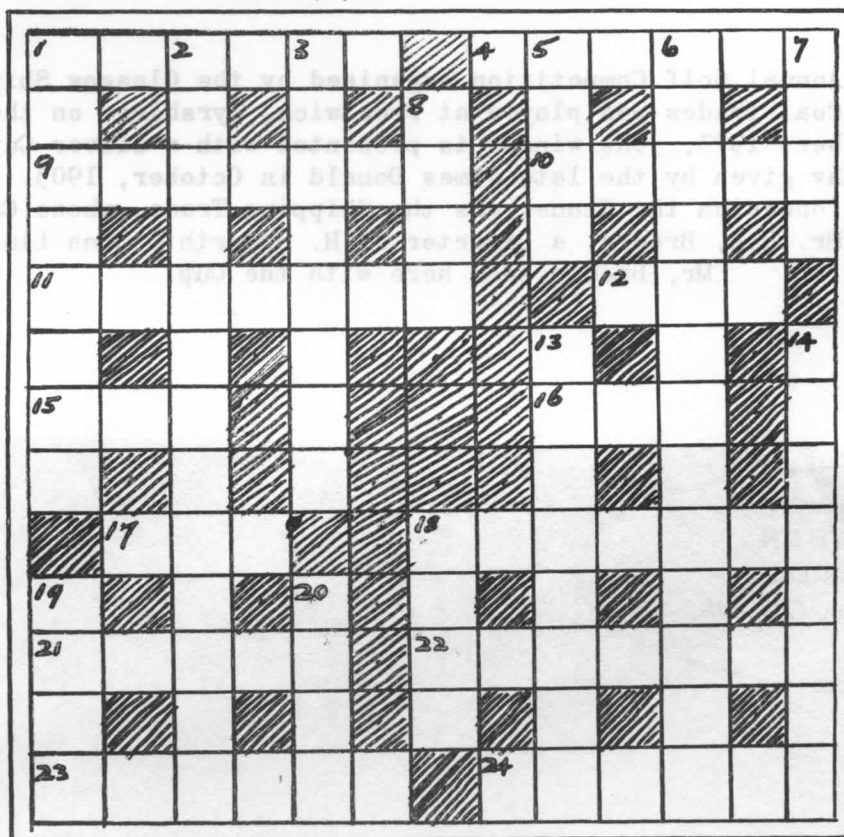


# CROSSWORD

(Solution on Page 28)

## ACROSS

1. The sailor was told to go absent (6)
4. The french meaning has a very smooth finish (6)
9. Sounds like instructions to drink up for a prop (7)
10. One unit plus fifty for a preposition (5)
11. Salmon spear (7)
12. Australian bird (3)
15. Small no matter how you look at it (3)
16. This brush gives a bit of colour! (3)
17. Frozen assets! (3)
18. Noisy accidents (7)
21. It all adds up to this (5)
22. Deer food (7)
23. Trickster (6)
24. Places faith in (6)







The Annual Golf Competition organised by the Glasgow Shipping and Coal Trades was played at Prestwick, Ayrshire, on the 10th October, 1973. The winner is presented with a silver Cup - a trophy given by the late James Donald in October, 1905. On this occasion the Winner was the Shipping Trade, whose Captain was Mr. H.L. Brodie, a Director of H. Hogarth & Sons Limited. Mr. Brodie seen here with the Cup.

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*Increased  
over ten  
years ago!*

An envelope received recently. In fairness, it must be pointed out that 'Instant Information' does in fact refer to various types of office machinery and equipment

Mr. J. Robertson, a faithful contributor to TRIAD, has given us the following account of an interesting maritime incident which took place just over one hundred years ago. The article originally appeared in The Gallovidian, a Galloway publication, in 1902.

### THE RECAPTURE OF THE "EMILY ST. PIERRE"

by

John G. Rowe

Great was the excitement in Liverpool among all classes, but especially among the shipping community, on the morning of the 22nd April, 1862. The previous day a merchant ship of 884 tons, called the "Emily St. Pierre", had arrived in port, manned only by her captain and two others of her original crew, and with no fewer than three officers and twelve men of the United States Navy, prisoners under hatches.

It was at a time when the eyes of the whole world were centred upon America, which was then the scene of one of the most terrible internecine wars of modern times. The North and the South of the United States were in arms against each other. Several indecisive battles had been fought and the Northerners, or Federals, had blockaded all the Southern, or Confederate, ports. As it was on those ports that Liverpool depended mainly for its cotton supply, numerous shipmasters had attempted to run the blockade as early as June, 1861, but few had succeeded in getting through. A perfect panic set in on 'Change, fabulous prices were quoted, and the bitterest antagonism prevailed in the City against the Federals, who were looked upon as the cause of the famine in cotton. The reader can well imagine, therefore, the enthusiasm and delight of the entire population of Liverpool when the story of the captain of the "Emily St. Pierre" was told.

And, indeed, his story was sufficient to awaken enthusiasm in the hearts of the most unpatriotic and indifferent. Retold even now by my humble pen, it should bring a warmer glow to the heart of all who bear the proud title of Briton. To use the words of Mr. J. Beasley, a prominent Liverpool merchant of the time: "It is to be questioned if, in the naval history of this or any other country, so brilliant an act has been performed as the recapture of the "Emily St. Pierre".

Seized by the Federals as a blockade-runner, she was being worked into a Northern port by a prize crew of three officers and twelve men when her old master, Captain William Wilson, with only two associates, his cook and the steward, succeeded by the most heroic courage and the ablest stratagem in recovering the command of the vessel, taking prisoner the whole of the prize crew, and navigating her a distance of over 3,000 miles across the Atlantic at the roughest season of the year.

The bare idea of such a feat almost takes one's breath away, but Captain William Wilson and his two gallant comrades actually did this.

The facts of the affair, as narrated by Captain Wilson himself before a crowded audience in the rooms of the Liverpool Mercantile Marine Association, on the occasion of a handsome presentation to him by the merchants of that city, are as follows :

The "Emily St. Pierre" was built at Bath, Maine, in 1854 and formerly owned in Charleston, though at the time of her capture by the Americans she belonged to Liverpool. She left Calcutta on the 27th November and her captain's orders were to make the coast of South Carolina to ascertain whether there was a blockade. If there were none he was to take a pilot aboard and enter the port of Charleston; but, if a blockade did exist, he was to continue his course to St. John's, New Brunswick.

On the 18th of March, 1862, he was off Charleston Bar, about a dozen miles from the land, when he saw a steamer approaching. She proved to be the Federal war-vessel "James Adger", and on coming up with the "Emily St. Pierre" she immediately dropped two boats to board and examine the latter.

The officer in command of the boarding party at once took possession of the ship and her papers and ordered Captain Wilson and his crew under arrest as blockade-runners. In vain Captain Wilson argued and remonstrated. The American officer stated

lawful prize of the Federal Government. The man-of-war's men then braced the yards and steered their capture towards the squadron. Captain Wilson was ordered into a boat and taken before Flag-officer Goldboursh who told him that, as he had saltpetre on board his ship, it would be sent as a prize to Philadelphia. He might, if he liked, remain on board and be taken as a passenger to that port.

"My cargo is not saltpetre, and my ship is British property", retorted Captain Wilson boldly. "You will have to restore her to her owners in Liverpool".

"Your ship is the lawful prize of our Government, sir", was the reply. "You were taken in the attempt to break the blockade and you have contraband of war on board".

"I deny that I was attempting to run the blockade. I was merely trying to learn if one existed. You have no right to seize my ship and I shall appeal to the British Government in the matter".

But expostulation and argument were alike fruitless and Captain Wilson returned to his vessel an hour later to find that the whole of his crew, with the exception of his cook and his steward, had been taken off to the "Florida" and a prize crew put aboard, consisting of a Lieutenant Stone, a master's mate, an engineer (who, of course, took no part in the working of the vessel, but was merely a sort of passenger aboard) and twelve men - fifteen in all.

Now, Captain Wilson, from the moment he became aware of the intention of leaving him on board his own ship, came to the settled determination that she should never be taken into Philadelphia. He would regain possession of her on the voyage, he resolved - if mortal men could do it.

The "Emily St. Pierre" weighed anchor and, leaving the squadron, put out to sea; and all the next day her late commander was turning over in his mind the best means of effecting his object. Many another man would have abandoned the idea; and really it did seem utter madness - positive suicide in fact for one man to think of taking prisoner fifteen others, well armed as these were, and with international law to a great extent on their side.

However, he decided, on reflection, to sound his cook and steward and learn if they would be willing to join him in the desperate enterprise. In any case, he felt sure he could safely count on their silence - they would not betray him.

At about half-past four a.m. on the 21st March, three days after the seizure of his ship, having planned out his course of action during the sleepless hours of the night, Captain Wilson rose and softly woke the cook and steward, telling them to come to his state-room and make no more noise than they could possibly help. Wondering greatly what he wanted with them at that early hour of the morning, the pair obeyed; and then, after he had taken the precaution of locking the state-room door, Captain Wilson told them what he meant to do and unfolded his plans.

"I have made up my mind to have my ship or lose my life", he said quietly but determinedly. "Will you join me in an attempt to recover possession of her? Come, what do you say?"

"I am with you, sir", replied the steward at once. His name was Matthew Montgomery, and he was a native of Dublin.

The cook, a German, belonged to Frankfurt-on-Main, named Louis Schelvin, deliberated for a few minutes. "The odds are great, sir", he said. "We are only three against fifteen and they are armed while we are not."

"Quite true", answered Captain Wilson; "But we will surprise them in turn and possess ourselves of their arms. I know we will be running great risks, that we will be practically carrying our lives in our hands; but have my ship I mean to! She shall never be taken into Philadelphia while I live."

"Say no more, sir", broke in Schelvin hastily, "I too will help you in your attempt".

Captain Wilson thereupon gave each man a pair of irons and a sheet from his own berth and then bade them follow him. The three truly heroic men crept out of the state-room in their stockinged feet and along the alleyway to the cabin occupied by



the master's mate, whose watch it was below.

Very softly Captain Wilson opened the door and entered the cabin. The master's mate was fast asleep in his bunk and, without waking him, Wilson secured his revolver and sword and handed them to one of his assistants. Then, one of these deftly threw the sheet over the sleeping man's head so as to prevent him crying out while Wilson seized his wrists and the third man slipped the irons upon him. In another minute the astonished Yankee was gagged with a strip of the sheet and his feet bound.

Returning to the alleyway, the three men repaired to the engineer's cabin, where the same mode of procedure was adopted; Captain Wilson first entering the room on tip-toe and securing the unconscious man's weapons and then the cook muffling his head in the remnant of the sheet, while the steward ironed and gagged him. Thus were the two subordinate officers captured and rendered helpless; but it was Lieutenant Stone's watch on deck and how to overpower him and the five men who formed the watch was now a puzzle.

Captain Wilson quickly solved it, however. He told Montgomery and Schelvin to conceal themselves behind the door in the after-cabin and spread out the chart on the table. "I will try to persuade Stone to come into the cabin to pick out upon the chart the ship's position", he explained to them. "As soon as he enters you must spring out and seize him. If he attempts to give the alarm or shows fight at all, knock him down with the butt-end of your pistols".

Then, he put on his shoes and went on deck, as if he had just turned out. "Well, Stone, what is the position of the ship?" he enquired of the lieutenant in a familiar manner, going up to him. The officer replied that they were somewhere off Hatteras and were about to change the course. Wilson walked the deck with him for about ten minutes, making various remarks about the weather, then asked him down to the cabin to look at the chart. Unsuspiciously, Stone accompanied him and as they approached the companion Wilson picked up an iron belaying-pin, unseen by the lieutenant. The two entered the cabin and Wilson at once closed the door and put his back against it; then, swinging the belaying-pin over his head, he told the astounded lieutenant:—"If you utter a sound it will be at your peril! This ship is not going to Philadelphia". The lieutenant was too stunned to attempt to raise the alarm and in a trice Schelvin and Montgomery threw themselves upon him and overpowered him. A gag was quickly forced into his mouth, a pair of irons were clapped upon his wrists and then he was pitched head-first into a berth and his ankles tied. Captain Wilson locked him up and after a short consultation went again on deck alone, his two gallant associates following him up to the top of the companion and crouching inside the hatch, ready to rush out to his assistance if need should arise.

There were three men walking the deck, one at the helm, another on the look-out. How to manage the first-mentioned three was a serious question, for one of them was a perfect Hercules of a fellow and, in the event of a tussle, it might go hard with the daring trio for a single shout would bring the seven men in the forecastle to the assistance of their comrades.

But Wilson's ready wit stood him in good stead and suggested a plan. He went up to the men and boldly told them that Lieutenant Stone wanted a coil of rope out of the store-room. Unsuspicious of anything, they all three followed him aft and he pushed off the hatch and pointed to some cordage which lay in a corner of the hold. The three jumped down and Captain Wilson instantly shut the hatch again and fastened them in. Then, wheeling sharply round upon the man at the helm, he covered him with one of the captured revolvers and told him sternly that his life was not worth a moment's purchase if he moved or spoke. The fellow discreetly held his peace.

Schelvin and Montgomery now stole forward and tied up the forecastle door so as to imprison the seven men inside and prevent them joining in the affray. Captain Wilson next called the look-out man aft and, backed by his faithful cook and steward (now armed to the teeth) asked the fellow if he would help to work the ship to a British port. The sailor was awed by the force against him, but nevertheless refused to lend his captors any active assistance. He was thereupon ironed and gagged like the others.

Captain Wilson then undid the fastening on the forecastle door and called the

watch below. He and his two brave comrades stationed themselves just outside the door, with faces set grimly and hands ready to clutch their foes as these came on deck in the disorderly, haphazard fashion in which sailors generally do 'tumble up'. The first two were pounced upon, ironed, and gagged before they could cry out, but the third man reached the deck in time to see the struggle and, with a cry of alarm, he whipped forth his sheath-knife and ran at the steward. The latter fired at him with his revolver and the bullet passed through the man's shoulder.

Wilson and Schelvin immediately refastened the door of the forecastle and so prevented the others rushing out. Then, when the sailor was secured, the daring trio opened the forecastle door half-way and allowed only one man at a time to come out, ironing and disarming each of his knife as he appeared.

In this way the whole of the prize crew were captured without the loss of a single life and placed under hatches and now Captain Wilson went below and informed Lieutenant Stone of the fact. He told that officer that he would remove the gag from his mouth and knock the irons off his wrists if he would consent to remain a prisoner in his berth. Stone gave the required promise and dined at the table with Wilson every day under guard of either the cook or the steward.

Not the least difficult and dangerous part of their exploit, however, had yet to be performed by these three brave men and that was to work the recaptured vessel home to England. They were at this time more than 3,000 miles distant and neither the cook nor the steward, for all their willingness, could render much assistance to their chief in the sailing of the ship. There was no one to relieve Wilson at the helm.

In this extremity the brave Scotsman asked the prisoners who, amongst them, would lend a hand and help work the ship. After some consideration, two volunteered rather than be kept in irons, but both were landsmen and unaccustomed to the handling of a ship. However, Captain Wilson somehow managed to navigate his vessel with their help. When he wanted to reef the topsails he had to take the reef tackles to the capstan and then climb aloft by himself and lie along the yards to pass the earings and tie the points, at the same time keeping his eye upon the ship's head and shouting down instructions to the cook and steward how to move the helm.

He did not forget or overlook his prisoners, for all the responsibility and weight upon his shoulders; the prize crew were supplied daily with bread, beef and water. A few days after the recapture of the vessel two more of the prizemen offered to help in the working of the ship and one of these was a sailor. This man attempted to induce his three fellow-countrymen to fall upon Captain Wilson and his two comrades and try to overpower them. However, his treachery was discovered and Wilson took prompt measures. The mutinous seaman was clapped into irons again and the other three were told they would receive but scant mercy if they attempted any further treachery.

After this the ship experienced a heavy gale, in attempting to ride out which her tiller was broken. But Wilson was a man of courage, as has been shown, as well as illimitable resource. He was more determined than ever that, if human hands could do it, the "Emily St. Pierre" should see a British port again.

The storm abated and, with the aid of his "landsmen sailors", he eventually succeeded after a most eventful passage of thirty days, in which he met all sorts of weather, in reaching Liverpool.

#### Some Biographical Notes on Captain William Wilson

Captain William Wilson was born at Colvend, Kirkcudbrightshire, in 1815, one of four brothers who all went to sea and who all gained command. He served his apprenticeship with a Mr. McKnight, of Barlochan, and sailed initially as Cook in the brig "Elizabeth" of Dumfries, which was commanded by a Captain Samuel Wilson, of Palnackie.

Captain Wilson's career progressed until he became master of the "Emily St. Pierre". After his recapture of this ship she was sold to new owners and Captain Wilson took command of a paddle-steamer named "Margaret and Jessie" (apparently after Captain Wilson's wife and daughter) and in this ship he was actively engaged in blockade-running to Confederate ports for cotton cargoes. He had numerous brushes with the Federal fleet but managed to avoid capture or sinking (one can only speculate on what his fate might have been had he been captured!).

At the end of the American Civil War - in 1865 - he decided to retire to his home

in Liverpool, by now being financially well-off. However, he soon tired of inactivity and so joined a firm of Liverpool merchant tailors and outfitters as a partner. This move proved a mistake for he lost most of his money, with the result that he returned to sea in 1868, taking command of the full-rigged ship "Glasgow", of Glasgow. The ship sailed from this country with a cargo of coal destined for Aden but when nearing that port Captain Wilson fell ill with a severe fever and, prior to reaching port, he died, aged 53 years.

Mr. A.J. Weight, Manager in Scotland for British Caledonian Airways Ltd., has been kind enough to write to us as follows :

"Your news item regarding the QE2 Round-the-World Cruise in January, 1975 and the minimum fare of £2,070 to £6,830 for de luxe rooms should remind us all of the terrible inflation since just before World War II.

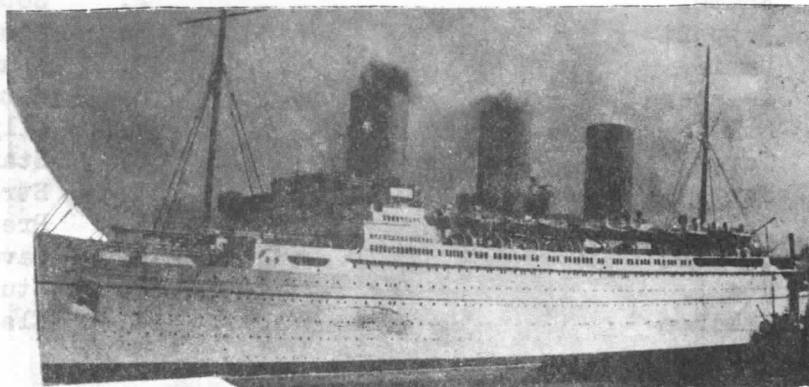
"As a young trainee in the Cruise Department of Canadian Pacific Steamships in 1937, I recall that the minimum fare for the famous White Empress, the "Empress of Britain", surely one of the most beautiful ships ever built, was, for the three-month Round-the-World Cruise, about £440. I cannot recall what the de luxe cabins on 'A' Deck were on the old "Empress of Britain", but they were certainly well under the minimum fare being charged in 1975 for the QE2.

"I can remember getting a real thrill at uplifting a cheque from two elderly passengers for about £1,000 for a double cabin with private facilities and that certainly was a red letter day when those tickets were issued in 1937.

"Older sailors will remember that the three-funnelled, all white, "Empress of Britain" had a fine reputation as a very well appointed ship and, basing upon present day standards of service, the passengers on that ship's Round-the-World cruise certainly got value for money in no uncertain manner.

"The "Empress of Britain", pride of the Canadian Pacific fleet, was caught by the Luftwaffe, in the Irish Sea, I believe, in the early part of World War II and a well-placed bomb put her to the bottom".

(She was the largest British merchant ship to be lost by enemy action during the Second World War - Ed.)



"Empress of Britain"



## QUIZ ANSWERS

1. The squirrel. The drey, built in trees, is composed of sticks and moss.
2. Oliver Cromwell.
3. The Tigris and Euphrates.
4. All mature insects have six legs. An immature, larval form of an insect may appear to have more than six legs, e.g. most caterpillars.
5. Her father was King Eric II of Norway, her mother was Queen Margaret of Norway. On the death of her maternal grandfather, Alexander III of Scotland, the Maid became Queen of Scotland and was betrothed to Edward, son of Edward I of England. However, she died during the passage to Scotland.
6. Iron pyrites, or copper pyrites. Pyrites is a common term for either and was often mistaken by early prospectors for gold ore. It can sometimes be seen in lumps of coal.
7. These ten days were omitted when Pope Gregory XIII reformed the calendar.
8. Percy Bysshe Shelley. Mary Wollstonecraft Shelley was his second wife and Frankenstein, her first and most impressive novel, appeared in 1818.
9. 20. Each boxer starts a round with a maximum of 20, from which a number may be subtracted. The man with the higher number wins the round. If both are level at the end, one extra mark can be awarded to one of the boxers.
10. Beads made from shells. They are white and purple or black beads used for money, ceremonial gifts, or ornaments.
11. Pizarro. He defeated the Incas in 1528 and ruled Peru until 1541, when he was assassinated.
12. The Black Sea and the Caspian Sea, in Russia. The highest peak in the Caucasus is Mount Elbruz, 18,470 feet.
13. Marconi.
14. He stuffs and mounts the skins of animals and birds.
15. Leslie Charteris.
16. The flea, carried in the fur of rats.
17. The nadir.
18. King Henry VIII. The title was conferred by Pope Leo X in 1521 and confirmed by Parliament in 1544. All subsequent British monarchs have borne the title.
19. The litre.
20. When he 'castles'. He moves the castle and the king at the same time.

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## CROSSWORD SOLUTION

| <u>Across</u> |         |  | <u>Down</u> |               |  |
|---------------|---------|--|-------------|---------------|--|
| 1.            | Absent  |  | 1.          | Absolute      |  |
| 4.            | Enamel  |  | 2.          | Sophisticated |  |
| 9.            | Support |  | 3.          | Noontide      |  |
| 10.           | Until   |  | 5.          | Noun          |  |
| 11.           | Leister |  | 6.          | Metamorphosis |  |
| 12.           | Emu     |  | 7.          | Lily          |  |
| 15.           | Tot     |  | 8.          | Star          |  |
| 16.           | Tar     |  | 13.         | Strainer      |  |
| 17.           | Ice     |  | 14.         | Presents      |  |
| 18.           | Crashes |  | 18.         | Cave          |  |
| 21.           | Total   |  | 19.         | Stud          |  |
| 22.           | Venison |  | 20.         | Else          |  |
| 23.           | Dodger  |  |             |               |  |
| 24.           | Trusts  |  |             |               |  |



The greatest natural barrier to travel in Europe is presented by the Alps, that great mountain chain which stretches from the French Riviera - the Provence Alps and the Maritime Alps - in an immense arc sweeping to the east towards Yugoslavia - to the Carnic and Noric Alps. Truly, they represent the backbone of Europe and, incidentally, are divided into approximately twenty-three alpine divisions, or areas.

The Alps were, and are, a very real barrier, but they also present a challenge - a challenge which has been taken up by innumerable men over the centuries. Certain main passes through the mountain chain have always been regarded as the obvious routes to take; as far back as the twelfth and thirteenth centuries well-defined 'roads', with stone bridges and even short tunnels, were built and through later centuries various religious orders established hospices near, or at, the summit of the major passes to offer protection, warmth and food to weary travellers. Much later, in fact about the middle of the nineteenth century, railways were rapidly developing as the most important means of long-distance land travel and it was during this period that the famous rail routes, with their attendant miles-long tunnels, were being built through the Alps - for instance the Great St. Bernard and St. Gotthard Tunnels. And in this present century, in fact as recently as within the last ten or fifteen years, man is still accepting the challenge by driving long road tunnels, such as the Mt. Blanc Tunnel, through the Alps.

Very much earlier however, in fact 2,000 years ago, the Romans were crossing and re-crossing the Alps in their efforts to conquer the Germanic barbarian tribes and, having subjugated them and others, in maintaining communications to enable control to be retained. About the time of Christ, therefore, Roman knowledge of the Alps was fairly extensive but about 200 years prior to that period - in 218 B.C. to be precise - their knowledge of this mountain area was practically nil. However, in the short space of fifteen days in that year, they became only too painfully aware of the Alps, for it was in that year that Hannibal, the Carthaginian general, succeeded in crossing the Alps at the head of an army consisting of 38,000 infantry, 8,000 cavalry, hundreds of pack animals and thirty-seven elephants and then proceeded to inflict on Rome a series of massive military defeats which culminated in the annihilation of an entire Roman army at the Battle of Cannae in Southern Italy during the summer of 216 B.C.

Hannibal was only twenty-six years old when, in 221 B.C., he took command of the Carthaginian army after the assassination of Hasdrubal, a son-in-law of Hamilcar, Hannibal's father. Even as a teenager, Hannibal had been on Hasdrubal's staff during military operations in Spain and his great ambition was to destroy Roman power in the Mediterranean. This had become his over-riding goal by the time he became commander.

Obviously, he was a man of great vision for, whilst in quarters in Carthage, Spain, he utilized the time by collecting information about the terrain in the Alps, the ability of alpine country to support his troops, and also endeavoured, as far as possible, to obtain assurances from the Celtic tribes in the Alpine valleys and along the Po valley that they would join forces with him. The time was also used to assemble troops for what was to become known as his Italian Campaign.

These preparations having been completed, Hannibal moved out of Carthage during the spring of 218 B.C. at the head of no less than 90,000 infantry, 12,000 cavalry and, according to Livy, twenty-one elephants. He fought his way towards the Pyrenees, leaving about 10,000 infantry and 1,000 cavalry on the way to control areas recently won. Many of the Spanish troops who had earlier joined Hannibal's forces withdrew when his destination became known. Thus, by the time he entered Gaul (Southern France) and reached the River Rhone, his army had been reduced to about 50,000 infantry and 9,000 cavalry, plus pack animals, of course.

The Rhone at the spot where Hannibal and his forces reached it - at the confluence of the River Aiguas with the Rhone, about forty miles upstream from Arles, is a very sizeable river and crossing it was in itself something of a feat. The distance to be crossed was no less than 875 yards, although fortunately at this point the current was sluggish and the river fairly shallow, which helped. The crossing involved getting 38,000 infantry, 8,000 cavalry and, by now, thirty-seven elephants across and two days were spent prior to the actual crossing in collecting boats and hollowing-out logs to assist. At the same time Hannibal despatched an infantry force fifteen

miles upstream, where the force crossed the river with a view to outflanking a contingent of local Celts who were challenging the crossing of the main army.

The crossing commenced during the fifth night after arriving at the river, the infantry being ferried across in the various craft which had been collected and the horses swimming behind the boats. The elephants, however, presented a more difficult problem. The engineers met this difficulty by building four fifty-foot long rafts which were lashed together, end-to-end, thereby forming a 200-foot long 'pier' which protruded out into the river. At the end of this 'pier' were placed two large rafts and these were used to ferry the elephants across the Rhône. The 'pier' was covered with earth to give the impression of firm land and then two cow elephants were driven onto this 'pier', to be followed by the remainder. One of the rafts crossed without incident, but apparently panic developed on the other, resulting in some of the elephants falling into the river. However, those that did reach the far bank safely by walking, completely submerged, on the river-bed and using their trunks as snorkels!

Over the centuries, there has been much speculation as to Hannibal's precise route over the Alps, but from information left by one Polybius, a contemporary of Hannibal's, it has been possible to trace the actual route fairly accurately. After crossing the Rhône, Hannibal and his army followed the river upstream to the confluence with the River Drome, at which point the army swung right to follow the Drome valley, reaching the foothills of the Alps at the spot where Chatillion-en-Diois now stands. It was at this point that trouble was experienced with local Gaulish tribesmen, who acted in an aggressive manner. The Gauls commanded the narrow gorge leading up to the Col de Grimone, 4,234 feet above sea level, and when Hannibal and his army, with its baggage-train, moved up the narrow defile in single file the Gauls rolled large boulders down on the soldiers, causing much injury and confusion, and then commenced to plunder the baggage-train. This occurred on the second day of the actual alpine crossing and served as a curtain-raiser to more troubles to come.

There are suggestions that this attack took place near a 'large town', from which the attackers had come, but the town's identity remains in considerable doubt - particularly as reference is made to Hannibal procuring from the town 150,000 rations of meat and corn for his troops. No place capable of providing supplies on such a scale exists in the area today and therefore its identity remains a tantalizing mystery.

During the third day of the crossing the army rested - they must have been in much need of rest for, prior to commencing the actual alpine crossing, they had already covered 700 miles from Carthage, during which they had fought numerous battles and crossed the Rhône.

Continuing their march on the fourth day, uneventful progress appears to have been made for the next three days when Hannibal and his columns reached the confluence of the Guil and Durance rivers. These rivers apparently were in spate, which must have added greatly to the difficulties of crossing. It was here that Hannibal met more 'locals', although they assured him of their peaceful and friendly intentions, emphasising this apparent attitude by handing over a large number of cattle. In spite of this, however, Hannibal remained suspicious but nevertheless agreed to accept the 'locals' offer to provide guides for the difficult stretch which lay ahead. Hannibal would have done well to be even more suspicious and refuse the Gauls' offer of help for, instead of leading the army up the comparatively easy Durance Valley, the guides led them up the much more difficult and narrow valley of the Guil River, where an ambush had been prepared. At the point of ambush the local Gauls attacked Hannibal's forces and by nightfall had inflicted serious losses on men, animals, equipment and stores.

Hannibal succeeded in extricating his somewhat depleted forces from this trap and the next two days were spent in struggling up the higher reaches of the Guil Valley towards the summit. Exhausted, starving and discouraged, the 9,560-foot summit was reached on the ninth day, at which point it began to snow. However, from the summit Hannibal was able to point out in the distance far below them the valley of the Po. Two days were spent resting on the summit and on the twelfth day the descent began.

The column continued to be harassed, off and on, by local tribes who were reluctant to allow such a chance of plunder to pass unchallenged, but it was the natural obstacles encountered which proved much the greater trial. The 'path' they were

following was, at the best, ill-defined and in places non-existent with land-slides and deep chasms to be overcome or avoided. If the men found the descent difficult, the animals found it doubly so although, with considerable skill and tremendous effort, Hannibal's engineers succeeded in forcing a narrow path through one particularly large land-slide which was blocking their progress and thus enabled the horses to squeeze through and so down to the high pastures below the snow- and tree-line. However, the elephants, now nearly mad with hunger, had to wait a further two days before the path could be widened sufficiently to enable them to pass through.

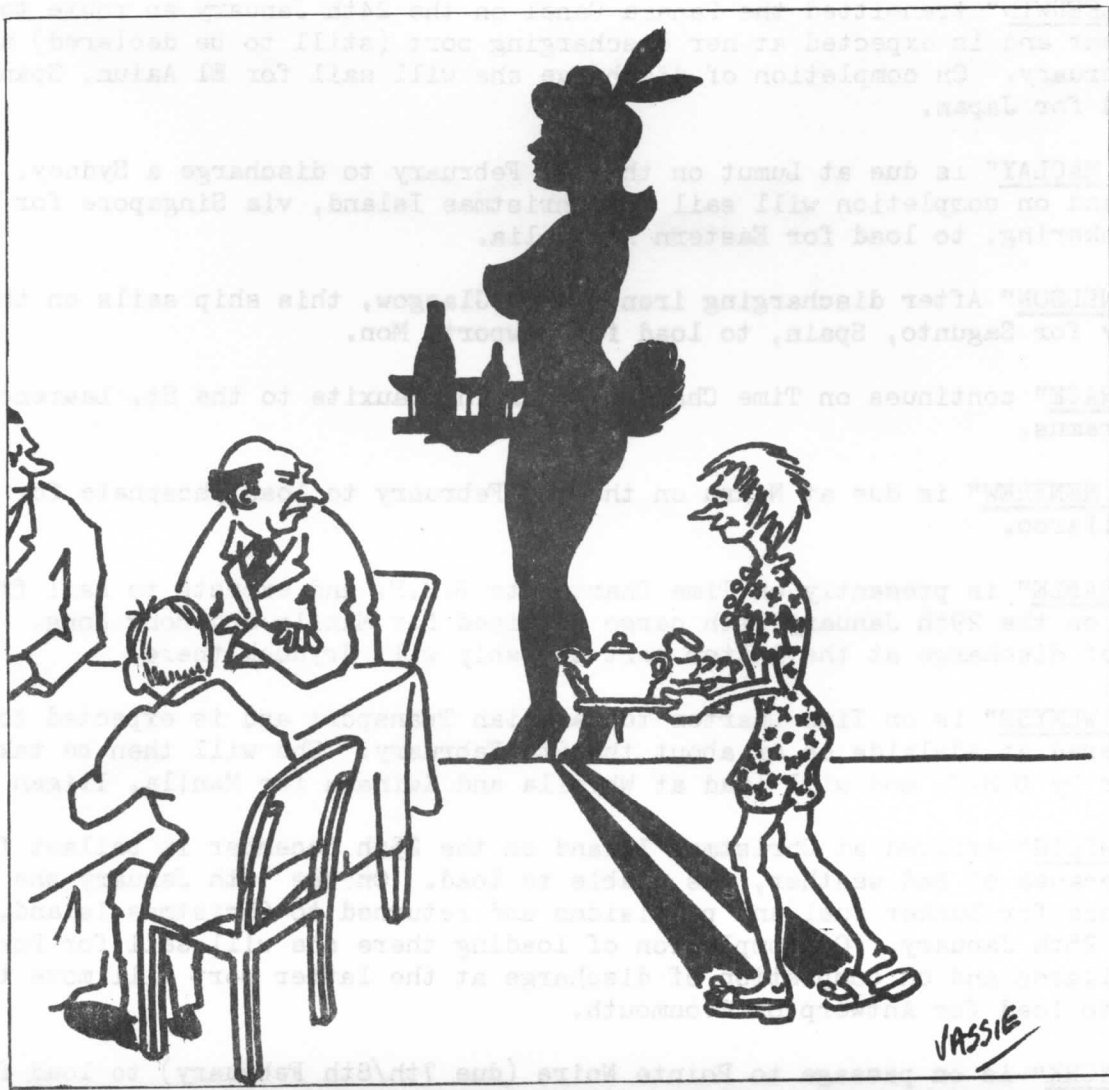
The column reformed in these high meadows and then continued its descent into the upper Po valley. On the fifteenth day of the march over the Alps the town of Saluzzo was reached - five months after leaving Carthage.

Hannibal's crossing of the Alps was a great feat, but a feat achieved at a high price. No fewer than 18,000 infantry and 2,000 cavalry were lost - partially from enemy action, but mainly through hardship and accident. Those that survived, 20,000 infantry and 6,000 cavalry, were in poor condition from exposure and starvation but, surprisingly, all thirty-seven elephants got through.

The Roman army, under the command of Publius Scipio, rushed forward to intercept the invaders, Scipio describing Hannibal's forces as 'the last relics of an army' in view of their punishing alpine crossing. However, last relics or not, Hannibal and his troops vanquished Scipio's legions and those of every other Roman commander sent to oppose them over the next fifteen years, although in spite of this Hannibal never succeeded in breaking the Roman will and finally he himself was beaten at the Battle of Zama, in North Africa, in 202 B.C., which resulted in Carthage's surrender.

Hannibal himself escaped capture and subsequently became a mercenary in the pay of various Near Eastern kings. To the very end he defied the Romans for, in 183 B.C., he poisoned himself rather than be taken prisoner by Rome. He died at the age of 64, thirty-five years after leading his army - and thirty-seven elephants - across the Alps.

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"BARON DUNMORE" sailed from Singapore on the 27th January after drydocking and has recommenced Time Charter with B.P.C. She will load at Nauru for New Zealand.

"CAPE FRANKLIN" is due at Narvik on the 29th January to load iron ore for Birkenhead.

"CAPE GRAFTON" is on Time Charter to Canadian Transport and sailed from Crofton, B.C. on the 26th January for Sydney, N.S.W. (due there 16th February), Melbourne and Adelaide. On completion at Adelaide she returns to Sydney, and then Newcastle, N.S.W., to load for Lumut, Malaysia.

"CAPE GRENVILLE" is due at Vancouver, Washington, on the 4th February from Kwinana and on completion of discharge will shift to Portland, Oregon, to drydock prior to moving north to British Columbia where she will go on Time Charter with Canadian Transport and load for Australia.

"TEMPLE HALL" arrived at Amsterdam on the 15th December and is presently re-engining.

"CAPE HAWKE" is due at Bunbury on 30th January to load for Immingham and on completion at the latter port will move to Amsterdam to commence re-engining.

"CAPE HORN" arrived at Tsuruga on the 27th January from Port Pirie and on completion of discharge will sail to Moji for bunkers prior to proceeding to Newcastle, N.S.W. to load for Honolulu. On completion at Honolulu she will sail for British Columbia and there be taken on Time Charter by Canadian Transport and load for Australia. (Tsuruga is on Wakasa Bay, on the Sea of Japan coast of Japan).

"CAPE HOWE" arrived at Murmansk on the 25th January to load iron ore for Immingham, where she should arrive on or about the 3rd February.

"BARON INCHCAPE" is presently at Amsterdam re-engining and is expected to sail on or about the 15th March.

"TEMPLE INN" arrives at Nauru on the 29th January to load phosphate for Kwinana and Bunbury and after completion of this voyage will move to Port Pirie to load for Antwerp. On completing at Antwerp she will shift to Amsterdam for re-engining.

"CAPE LEEUWIN" transitted the Panama Canal on the 24th January en route to U.K./Continent and is expected at her discharging port (still to be declared) about the 9th February. On completion of discharge she will sail for El Aaiun, Spanish Sahara, to load for Japan.

"BARON MACLAY" is due at Lumut on the 1st February to discharge a Sydney, N.S.W. cargo and on completion will sail for Christmas Island, via Singapore for drydocking and bunkering, to load for Eastern Australia.

"CAPE NELSON" After discharging iron ore in Glasgow, this ship sails on the 29th January for Sagunto, Spain, to load for Newport, Mon.

"CAPE RACE" continues on Time Charter, carrying bauxite to the St. Lawrence from Chaguaramus.

"BARON RENFREW" is due at Nauru on the 1st February to load phosphate for Adelaide and Wallaroo.

"CAPE SABLE" is presently on Time Charter to B.H.P. and expects to sail from Port Kembla on the 29th January with cargo destined for Manila and Hong Kong. On completion of discharge at the latter port the ship will drydock there.

"BARON WEMYSS" is on Time Charter to Canadian Transport and is expected to be re-delivered at Adelaide on or about the 5th February. She will then be taken on Time Charter by B.H.P. and will load at Whyalla and Kwinana for Manila, Iligan and Keelung.

"CAPE WRATH" arrived at Christmas Island on the 25th December in ballast from Japan but, because of bad weather, was unable to load. On the 18th January she sailed for Singapore for bunker fuel and provisions and returned to Christmas Island, arriving on the 25th January. On completion of loading there she will sail for Port Lincoln and Wallaroo and on completion of discharge at the latter port will move to Port Pirie to load for Antwerp or Avonmouth.

"CAPE YORK" is on passage to Pointe Noire (due 7th/8th February) to load for Japan.

P E R S O N N E L  
(As at 29th Jan. '74)

M.V. "BARON CAWDOR"

|                 |                 |
|-----------------|-----------------|
| Master          | J. Hetherington |
| 1st Mate        | C. Pringle      |
| 2nd Mate        | K. Maktari      |
| 3rd Mate        | J. Philips      |
| Radio Officer   | N. Smith        |
| Ch. Eng.        | D. Adie         |
| 2nd Eng.        | A. Cortopassi   |
| 3rd Eng.        | A. Cross        |
| 3rd Eng.        | M. Khan         |
| Jun. Eng.       | A. Dabee        |
| Elect.          | A. Durie        |
| Ch. Steward     | A. Randle       |
| 2nd Steward     | H. Jones        |
| Assist. Steward | N. Humphries    |
| Ch. Cook        | A. Dozeer       |
| 2nd Cook        | N. Gardner      |

M.V. "BARON DUNMORE"

|               |              |
|---------------|--------------|
| Master        | P. Hall      |
| 1st Mate      | G. McGregor  |
| 2nd Mate      | N. Brewer    |
| Radio Officer | J. McCool    |
| Ch. Eng.      | F. Hardacre  |
| 2nd Eng.      | J. O'Hara    |
| 3rd Eng.      | J. Holden    |
| 3rd Eng.      | A. Shah      |
| 4th Eng.      | N. Ramsay    |
| Jun. Eng.     | P. Wilkinson |
| Elect.        | J. Parker    |
| Cat. Officer  | A. Sisi      |
| 2nd Steward   | M. Cox       |
| Ch. Cook      | D. Taylor    |
| Bosun         | M. Ali       |
| Nav. Cadet    | T. Dunlop    |
| Nav. Cadet    | T. Farley    |

M.V. "CAPE FRANKLIN"

|                 |                |
|-----------------|----------------|
| Master          | M. Turton      |
| 1st Mate        | P. Mackay      |
| 2nd Mate        | J. Melville    |
| 3rd Mate        | H. Gillogley   |
| Radio Officer   | H. Jones       |
| Ch. Eng.        | R. Towns       |
| 2nd Eng.        | D. Pennie      |
| 3rd Eng.        | R. Kennedy     |
| 4th Eng.        | W. Keady       |
| 4th Eng.        | J. McCulloch   |
| Jun. Eng.       | D. Stark       |
| Jun. Eng.       | R. Henderson   |
| Elect.          | T. McCullough  |
| Cat. Officer    | E. Hutter      |
| G.P. Steward    | J. Hanna       |
| 2nd Steward     | E. Kelly       |
| Assist. Steward | J. Follet      |
| Ch. Cook        | D. Hardie      |
| Bosun           | G. Casey       |
| Carpenter       | H. Ahming      |
| A.B.            | R. Skeffington |

M.V. "CAPE HOWE"

|                  |               |
|------------------|---------------|
| Master           | A. Peebles    |
| 1st Mate         | M. Smith      |
| 2nd Mate         | V. Webster    |
| 3rd Mate         | D. Gordon     |
| Radio Officer    | D. Humble     |
| Radio Officer    | J. Tomlinson  |
| Radio Officer    | J. McParlin   |
| Ch. Eng.         | G. Rowe       |
| 2nd Eng.         | W. Hughes     |
| 3rd Eng.         | J. Mathews    |
| 4th Eng.         | P. Canning    |
| Jun. Eng.        | G. Barclay    |
| Jun. Eng.        | E. Cunningham |
| Jun. Eng.        | B. Chatterjee |
| Elect.           | G. Rowe       |
| Catering Officer | G. Daddy      |
| G.P. Steward     | J. Sutherland |
| 2nd Steward      | J. McMahon    |
| Assist. Steward  | M. Bolton     |
| Ch. Cook         | W. Foster     |
| 2nd Cook         | J. Harrison   |
| Bosun            | A. Calder     |
| Carpenter        | G. Laveurt    |
| Eng. Cadet       | E. Graham     |

M.V. "CAPE NELSON"

|                  |               |
|------------------|---------------|
| Master           | G. Downie     |
| 1st Mate         | A. Maxwell    |
| 2nd Mate         | M. Roche      |
| 3rd Mate         | A. Logan      |
| Radio Officer    | W. Macleod    |
| Radio Officer    | B. Dodd       |
| Ch. Eng.         | N. Ogilvie    |
| 2nd Eng.         | P. Doherty    |
| 4th Eng.         | E. Clark      |
| Jun. Eng.        | I. Macpherson |
| Jun. Eng.        | R. Affleck    |
| Elect.           | G. Leitch     |
| Catering Officer | J. Weir       |
| 2nd Steward      | R. Van-Mock   |
| Assist. Steward  | J. Mackinnon  |
| Ch. Cook         | T. Meharry    |
| 2nd Cook         | E. Crosby     |
| Bosun            | W. Stevenson  |
| Carpenter        | A. Cox        |

M.V. "CAPE SABLE"

|                  |               |
|------------------|---------------|
| Master           | J. Tattersall |
| 1st Mate         | D. Taylor     |
| 2nd Mate         | I. Herbert    |
| 3rd Mate         | H. Corkhill   |
| Radio Officer    | D. Gudgeon    |
| Ch. Eng.         | J. Crosby     |
| 2nd Eng.         | A. Millar     |
| 3rd Eng.         | A. Walker     |
| 3rd Eng.         | L. Donlan     |
| 4th Eng.         | T. Connor     |
| Jun. Eng.        | H. Hay        |
| Elect.           | J. Jolly      |
| Catering Officer | R. Lacey      |
| Assist. Steward  | A. Mackinnon  |
| Ch. Cook         | M. Treanor    |
| E.R.S.           | A. Abdi       |
| Nav. Cadet       | J. Blance     |

M.V. "CAPE WRATH"

|                  |                |
|------------------|----------------|
| Master           | L. Hocking     |
| 1st Mate         | I. McLean      |
| 2nd Mate         | R. Tipper      |
| 3rd Mate         | D. Fitzpatrick |
| Radio Officer    | D. Anderson    |
| Ch. Eng.         | E. Kellie      |
| 2nd Eng.         | H. Ostermann   |
| 3rd Eng.         | J. Stone       |
| 3rd Eng.         | A. Buchanan    |
| 4th Eng.         | L. Hughes      |
| Jun. Eng.        | A. Christie    |
| Elect.           | H. Macfarlane  |
| Catering Officer | F. De Goev     |
| Ch. Cook         | C. Macleod     |
| Bosun            | P. McPhee      |
| Nav. Cadet       | G. Gray        |
| Nav. Cadet S     | S. Macdonald   |

M.V. "CAPE YORK"

|                  |               |
|------------------|---------------|
| Master           | A. McLeod     |
| 1st Mate         | J. Jenkinson  |
| 2nd Mate         | R. Richardson |
| 2nd Mate         | J. Johnstone  |
| Radio Officer    | R. Boatman    |
| Ch. Eng.         | A. Metcalf    |
| 2nd Eng.         | D. Anderson   |
| 3rd Eng.         | R. Dempster   |
| 3rd Eng.         | R. Paterson   |
| 4th Eng.         | T. Quigley    |
| Jun. Eng.        | F. Taylor     |
| Elect.           | W. Fraser     |
| Catering Officer | J. McDonald   |
| 2nd Steward      | V. Bettis     |
| Ch. Cook         | A. Paterson   |
| 2nd Cook         | B. Pickles    |
| Bosun            | M. Horreh     |
| Nav. Cadet       | B. Andrew     |
| Nav. Cadet       | H. Hardie     |

M.V. "BARON RENFREW"

|                  |               |
|------------------|---------------|
| Master           | I. Tyrrell    |
| 1st Mate         | I. Wemyss     |
| 2nd Mate         | J. Gillespie  |
| 3rd Mate         | G. Adams      |
| Radio Officer    | A. MacCallum  |
| Ch. Eng.         | A. Smith      |
| 2nd Eng.         | D. Brown      |
| 3rd Eng.         | H. Miller     |
| 3rd Eng.         | G. McNeil     |
| 4th Eng.         | G. Brand      |
| Elect.           | W. Hornshaw   |
| 2nd Elect.       | A. Dodds      |
| Catering Officer | T. Dickson    |
| G.P. Steward     | L. Cronk      |
| G.P. Cook        | H. Spivey     |
| G.P. Cat. Boy    | A. Monaghan   |
| G.P. Cat. Boy    | R. Huntley    |
| C.P.O.           | M. White      |
| G.P.1            | T. Williamson |
| G.P.1            | H. Sinclair   |
| G.P.1            | J. McLean     |
| G.P.1            | N. Lillie     |
| G.P.1            | J. Bell       |
| G.P.1            | G. Williams   |
| G.P.1            | M. Wilcox     |
| G.P.3            | D. Dove       |
| G.P.3            | I. Rodger     |
| G.P.3            | J. O'Gorman   |
| P.O.             | J. Weir       |

M.V. "BARON ARDROSSAN"

|                  |               |
|------------------|---------------|
| Master           | T. Baker      |
| 1st Mate         | N. Battersby  |
| 1st Mate         | A. Michie     |
| 2nd Mate         | M. Bajwa      |
| 3rd Mate         | I. Waters     |
| Radio Officer    | D. Poole      |
| Ch. Eng.         | R. Durbin     |
| 2nd Eng.         | D. Anderson   |
| 3rd Eng.         | T. Orr        |
| 3rd Eng.         | J. Campbell   |
| 4th Eng.         | S. Taylor     |
| Elect.           | G. Horwood    |
| Catering Officer | W. Gray       |
| G.P. Steward     | J. McGarvey   |
| G.P. Steward     | P. Jellings   |
| G.P. Cook        | W. Sutherland |
| G.P. Cat. Boy    | M. Hookman    |
| G.P. Deck Boy    | L. Gentleman  |
| C.P.O.           | D. McMahon    |
| G.P.1            | J. Betty      |
| G.P.1            | J. Macinnes   |
| G.P.1            | M. Kimpson    |
| G.P.1            | G. Weston     |
| G.P.1            | J. Macsween   |
| G.P.1            | C. Doherty    |
| G.P.1            | F. Croucher   |
| P.O.             | J. Bailey     |
| Nav. Cadet       | C. Campbell   |
| Nav. Cadet       | M. Donnelly   |



P E R S O N N E L  
(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.         | R. Hartley   |
| 2nd Eng.         | I. Procter   |
| 3rd Eng.         | A. Harbinson |
| 3rd Eng.         | J. Thornton  |
| 4th Eng.         | L. Speechley |
| Elect.           | J. Leiper    |
| Catering 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        | N. Walsh      |
| 1st Mate      | D. Jones      |
| 2nd Mate      | N. Lawson     |
| 3rd Mate      | D. Lloyd      |
| Radio Officer | P. Murray     |
| Ch. Eng.      | W. Rush       |
| 2nd Eng.      | I. Munro      |
| 3rd Eng.      | C. Greig      |
| 4th Eng.      | J. Miller     |
| Jun. Eng.     | J. Barr       |
| Elect.        | R. McIntosh   |
| Ch. Steward   | I. Neave      |
| 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     |
| Nav. Cadet    | C. Williamson |

M.V. "CAPE RACE"

|                  |              |
|------------------|--------------|
| Master           | J. Jones     |
| 1st Mate         | J. McKellar  |
| 2nd Mate         | W. Runcie    |
| 3rd Mate         | B. Ellis     |
| Radio Officer    | R. MacMeikan |
| Ch. Eng.         | J. Watson    |
| Ch. Eng.         | J. Hartin    |
| 3rd Eng.         | G. Clement   |
| 3rd Eng.         | I. MacKenzie |
| Elect.           | B. Hallas    |
| Catering Officer | J. Smith     |
| 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            | D. Lochinvar |
| G.P.2            | P. Talbot    |
| P.O.             | R. Dow       |
| Nav. Cadet       | D. Bramham   |
| Nav. Cadet       | C. Brown     |

M.V. "TEMPLE BAR"

|               |               |
|---------------|---------------|
| Master        | P. Richardson |
| 1st Mate      | M. Lafferty   |
| 2nd Mate      | J. Valeran    |
| 3rd Mate      | J. Paget      |
| Radio Officer | G. Walker     |
| Ch. Eng.      | W. Carrigan   |
| 2nd Eng.      | E. Cornais    |
| 3rd Eng.      | D. McArthur   |
| 3rd Eng.      | D. Tweed      |
| Jun. Eng.     | J. Watson     |
| Elect.        | A. Smith      |
| Ch. Steward   | J. Roberts    |
| G.P. Steward  | W. Callison   |
| G.P. Cook     | A. Webster    |
| G.P. Cat. Boy | J. Ipavec     |
| G.P. Cat. Boy | A. Palframan  |
| G.P. Deck Boy | A. Fitzgerald |
| C.P.O.        | D. McGuire    |
| G.P.1         | J. Sander     |
| G.P.1         | P. Lynaugh    |
| G.P.1         | A. Patrick    |
| G.P.1         | A. Clark      |
| G.P.1         | M. Irvine     |
| G.P.1         | K. Barry      |
| G.P.1         | G. Butler     |
| G.P.1         | R. Strachan   |
| P.O.          | J. Young      |

M.V. "BARON INCHCAPE"

4th Eng. P. Fordham  
 4th Eng. J. Carlin  
 Elect. D. McLellan  
 2nd Elect. J. Richardson

M.V. "BARON MACLAY"

Master D. Sinclair  
 1st Mate D. White  
 2nd Mate N. Clarke  
 3rd Mate R. Wiggins  
 Radio Officer T. Davies  
 Ch. Eng. A. Alexander  
 2nd Eng. J. Johnson  
 3rd Eng. W. Aubrey  
 4th Eng. D. Moore  
 Elect. F. Shelley  
 2nd Elect. M. MacLennan  
 Catering Officer J. Campbell  
 G.P. Steward E. Butler  
 G.P. Cook G. Dunn  
 G.P. Cat. Boy S. Derrett  
 G.P. Deck Boy C. Finch  
 C.P.O. J. Morrison  
 G.P.1 T. MacKay  
 G.P.1 D. Ferguson  
 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  
 P.O. T. McQuade  
 Nav. Cadet A. Allan  
 Nav. Cadet G. Shearer  
 Eng. Cadet A. Starrs

M.V. "BARON WEMYSS"

Master D. Innes  
 1st Mate P. Dyson  
 2nd Mate R. Matthews  
 3rd Mate T. Stuart  
 Radio Officer J. MacNeil  
 Ch. Eng. W. Wright  
 2nd Eng. G. Harrison  
 3rd Eng. H. MacPhail  
 3rd Eng. M. Whittaker  
 4th Eng. E. Moffat  
 Elect. I. Mather  
 Catering Officer R. Diamond  
 G.P. Steward J. Anderson  
 G.P. Cook D. Royce  
 G.P. Cat. Boy M. Boyd  
 G.P. Cat. Boy D. Pollock  
 G.P. Deck Boy A. Faulds  
 C.P.O. T. Hallam  
 G.P.1 B. MacKinnon  
 G.P.1 J. Munro  
 G.P.1 A. Bradley  
 G.P.1 J. Milne  
 G.P.1 G. French  
 G.P.1 D. Galbraith  
 G.P.1 F. MacLeod  
 P.O. J. Gamble  
 Nav. Cadet D. Hiddelston  
 Nav. Cadet H. Sinclair

M.V. "TEMPLE INN"

Master B. Lawson  
 1st Mate J. Houston  
 2nd Mate J. McLaren  
 3rd Mate P. Powell  
 Radio Officer J. McDonagh  
 Ch. Eng. F. Young  
 2nd Eng. D. Ball  
 3rd Eng. R. Wilson  
 3rd Eng. A. Gartside  
 4th Eng. T. May  
 Elect. B. Martin  
 Catering Officer A. McGill  
 G.P. Steward G. Bell  
 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 K. Neale  
 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  
 G.P.1 J. Cameron  
 P.O. F. Lax

M.V. "CAPE HAWKE"

Master K. Dootson  
 1st Mate W. Kean  
 2nd Mate D. Coe  
 3rd Mate S. Hall  
 Radio Officer B. Breslin  
 Ch. Eng. J. Weir  
 2nd Eng. D. Smith  
 3rd Eng. T. Stafford  
 3rd Eng. E. Martin  
 3rd Eng. D. Girgan  
 4th Eng. H. Keenan  
 Elect. R. Knight  
 Catering Officer J. Drury  
 G.P. Steward J. Maltman  
 G.P. Cook N. Nagi  
 G.P. Cat. Boy R. Rendall  
 G.P. Cat. Boy R. Hill  
 C.P.O. A. Clarke  
 G.P.1 J. Somers-Harris  
 G.P.1 A. Brown  
 G.P.1 W. Power  
 G.P.1 D. Cook  
 G.P.1 D. Beattie  
 G.P.1 H. Cameron  
 G.P.3 R. Jenkins  
 G.P.3 R. Turner  
 P.O. C. McLeod  
 Eng. Cadet F. Drever

M.V. "CAPE GRAFTON"

|                  |               |
|------------------|---------------|
| Master           | F. Dalby      |
| 1st Mate         | C. Lunny      |
| 2nd Mate         | P. Kinhead    |
| 3rd Mate         | I. Irvine     |
| Radio Officer    | J. Forrester  |
| Ch. Eng.         | W. Anderson   |
| 2nd Eng.         | W. Drennan    |
| 3rd Eng.         | M. Currey     |
| 3rd Eng.         | B. Edwards    |
| 4th Eng.         | R. Walker     |
| Elect.           | J. Matheson   |
| Catering Officer | J. Steventon  |
| G.P. Steward     | J. Gillson    |
| G.P. Cook        | A. MacColl    |
| G.P. Cat. Boy    | A. Hart       |
| G.P. Cat. Boy    | P. Ralph      |
| C.P.O.           | T. Meech      |
| G.P.1            | T. McKinnon   |
| G.P.1            | N. Campbell   |
| G.P.1            | J. MacLean    |
| G.P.1            | I. McIntyre   |
| G.P.1            | A. Richards   |
| G.P.1            | J. Thomson    |
| G.P.1            | N. MacInnes   |
| P.O.             | P. Donaldson  |
| Nav. Cadet       | G. Clendining |
| Eng. Cadet       | D. Miller     |

M.V. "CAPE GRENVILLE"

|                  |                |
|------------------|----------------|
| Master           | P. Cooney      |
| 1st Mate         | W. Andersen    |
| 2nd Mate         | R. Duncan      |
| 3rd Mate         | P. Ritchie     |
| Radio Officer    | A. MacKinnon   |
| Ch. Eng.         | D. Wright      |
| 2nd Eng.         | C. McCrae      |
| 3rd Eng.         | P. Hopley      |
| 3rd Eng.         | W. MacDonald   |
| Elect.           | C. Parish      |
| Catering Officer | E. Trotter     |
| G.P. Steward     | J. Adamson     |
| G.P. Cook        | A. Campbellton |
| G.P. Cat. Boy    | R. Martin      |
| G.P. Cat. Boy    | J. Coulter     |
| C.P.O.           | J. McCormack   |
| G.P.1            | A. Picken      |
| G.P.1            | S. Moore       |
| G.P.1            | D. MacLachlan  |
| G.P.1            | A. Smith       |
| G.P.1            | A. Thomas      |
| G.P.1            | T. Cox         |
| G.P.1            | C. Coull       |
| P.O.             | E. Gibson      |
| Nav. Cadet       | D. MacKenzie   |
| Nav. Cadet       | H. McWilliam   |
| Eng. Cadet       | R. Taylor      |

M.V. "CAPE LEEUWIN"

|                  |                |
|------------------|----------------|
| Master           | W. Greatorex   |
| 1st Mate         | A. Weir        |
| 2nd Mate         | D. Clarke      |
| 3rd Mate         | A. Henderson   |
| Radio Officer    | J. Trotter     |
| Ch. Eng.         | W. Wallace     |
| 2nd Eng.         | J. Riddle      |
| 3rd Eng.         | P. Harvey      |
| 4th Eng.         | A. Phillips    |
| Elect.           | J. Hall        |
| 2nd Elect.       | A. Manson      |
| Catering Officer | D. Dyce        |
| G.P. Steward     | A. MacKenzie   |
| G.P. Cook        | C. Holweg      |
| 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      |



# AWAITING APPOINTMENT

|                  |                 |
|------------------|-----------------|
| Master           | J. MacKay       |
| Master           | G. Roger        |
| 2nd Mate         | J. Spiers       |
| Ch. Eng.         | D. Chalmers     |
| Ch. Eng.         | T. Dickinson    |
| Ch. Eng.         | J. Cochrane     |
| Ch. Eng.         | M. Martin       |
| 2nd Eng.         | W. Adamson      |
| 3rd Eng.         | B. Sharp        |
| 3rd Eng.         | D. Robertson    |
| 3rd Eng.         | H. Caldwell     |
| 4th Eng.         | G. McPherson    |
| Jun. Eng.        | P. Broers       |
| Jun. Eng.        | D. Graham       |
| Elect.           | I. Wyper        |
| Catering Officer | R. Cathcart     |
| Catering Officer | T. Robson       |
| Catering Officer | R. Sherriff     |
| Catering Officer | E. McLaughlin   |
| Catering Officer | R. Kerr         |
| G.P. Steward     | P. Bainbridge   |
| G.P. Cook        | W. Mitchell     |
| G.P. Cook        | F. Dalley       |
| G.P. Cook        | C. Bain         |
| G.P. Cat. Boy    | K. Lambert      |
| G.P. Deck Boy    | P. Humphries    |
| C.P.O.           | P. Sharman      |
| C.P.O.           | A. Jack         |
| G.P.1            | K. Weaver       |
| G.P.1            | A. MacDonald    |
| G.P.1            | R. Melville     |
| G.P.1            | C. Thomas       |
| G.P.1            | M. Boddy        |
| G.P.1            | D. Lloyd-Davies |
| G.P.1            | G. Cameron      |
| G.P.1            | J. Sewell       |
| G.P.1            | R. Cox          |
| G.P.1            | P. Matthews     |
| P.O.             | B. Mahoney      |
| Bosun            | G. Williams     |
| Nav. Cadet       | J. Campbell     |
| Nav. Cadet       | B. Sharp        |
| Nav. Cadet       | C. Groundwater  |
| Nav. Cadet       | R. Albutt       |
| Eng. Cadet       | D. Bell         |

## ON VOYAGE LEAVE

|          |              |
|----------|--------------|
| Master   | T. Edge      |
| Master   | A. Fraser    |
| Master   | A. Hunter    |
| Master   | J. Peterson  |
| Master   | S. Readman   |
| Master   | G. Towers    |
| Master   | W. Warden    |
| Master   | J. Jennings  |
| Master   | M. Murray    |
| Master   | C. Strachan  |
| 1st Mate | C. MacDonald |
| 1st Mate | J. Purdon    |
| 1st Mate | P. Smart     |
| 1st Mate | P. Brooks    |
| 1st Mate | W. Fleming   |
| 1st Mate | J. Jenkinson |
| 1st Mate | S. Wright    |
| 1st Mate | J. Niblock   |

|                |                |
|----------------|----------------|
| 1st Mate       | J. Wood        |
| 1st Mate       | T. Upson       |
| 1st Mate       | B. Bedworth    |
| 2nd Mate       | H. Aitchison   |
| 2nd Mate       | J. Johnstone   |
| 2nd Mate       | R. Mullen      |
| 2nd Mate       | W. Finnie      |
| 2nd Mate       | P. Wood        |
| 2nd Mate       | J. Allen       |
| 3rd Mate       | A. Latty       |
| 3rd Mate       | R. Kincaid     |
| 3rd Mate       | P. Brennan     |
| 3rd Mate       | G. Scott       |
| 3rd Mate       | M. Beeley      |
| 3rd Mate       | C. Dowie       |
| 3rd Mate       | E. Henderson   |
| 3rd Mate       | C. McCurdy     |
| 3rd Mate       | C. Mitchell    |
| Radio Officer  | R. Faulds      |
| Radio Officer  | C. Ritchie     |
| Radio Officer  | D. Wilson      |
| Radio Officer  | D. Hynd        |
| Radio Officer, | C. Houston     |
| Radio Officer  | D. Roche       |
| Radio Officer  | M. Thomas      |
| Radio Officer  | F. McNulty     |
| Radio Officer  | J. Donald      |
| Radio Officer  | W. McIlroy     |
| Radio Officer  | A. Kershaw     |
| Radio Officer  | L. Anderson    |
| Radio Officer  | R. Burton      |
| Ch. Eng.       | J. Loughran    |
| Ch. Eng.       | T. McGhee      |
| Ch. Eng.       | D. McLeod      |
| Ch. Eng.       | K. Malhotra    |
| Ch. Eng.       | R. Taylor      |
| Ch. Eng.       | B. Denmark     |
| Ch. Eng.       | W. White       |
| Ch. Eng.       | J. Gilmartin   |
| Ch. Eng.       | J. Cummings    |
| Ch. Eng.       | E. Good        |
| Ch. Eng.       | D. Campbell    |
| Ch. Eng.       | G. Mitchell    |
| Ch. Eng.       | T. Harris      |
| 2nd Eng.       | T. Campbell    |
| 2nd Eng.       | G. McEwen      |
| 2nd Eng.       | J. Patton      |
| 2nd Eng.       | D. Smart       |
| 2nd Eng.       | D. Drummond    |
| 2nd Eng.       | D. Morrison    |
| 2nd Eng.       | G. Carter      |
| 2nd Eng.       | R. Elniff      |
| 2nd Eng.       | A. Warren      |
| 2nd Eng.       | J. Versteeg    |
| 2nd Eng.       | D. Mathias     |
| 3rd Eng.       | A. Dias        |
| 3rd Eng.       | D. Dunlop      |
| 3rd Eng.       | I. Kennedy     |
| 3rd Eng.       | R. Smillie     |
| 3rd Eng.       | G. Stevenson   |
| 3rd Eng.       | S. Haynes      |
| 3rd Eng.       | R. Porteous    |
| 3rd Eng.       | I. MacRury     |
| 3rd Eng.       | D. Livingstone |
| 3rd Eng.       | C. Richardson  |
| 3rd Eng.       | K. Graham      |
| 3rd Eng.       | S. Mustafa     |
| 3rd Eng.       | R. Baxter      |

ON VOYAGE LEAVE - CONT'D.

|                  |                   |
|------------------|-------------------|
| 4th Eng.         | D. Carmichael     |
| 4th Eng.         | J. Kelly          |
| 4th Eng.         | J. Russell        |
| 4th Eng.         | S. Beeley         |
| 4th Eng.         | E. Holdsworth     |
| 4th Eng.         | H. Troger         |
| 4th Eng.         | A. McCallum       |
| 4th Eng.         | D. Goodwin        |
| 4th Eng.         | R. Dryburgh       |
| Jun. Eng.        | S. Davies         |
| Jun. Eng.        | A. Milligan       |
| Jun. Eng.        | D. Thompson       |
| Jun. Eng.        | A. Straker        |
| Jun. Eng.        | A. McLean         |
| Jun. Eng.        | P. Gibb           |
| Jun. Eng.        | P. Dera           |
| Jun. Eng.        | G. Cartland       |
| Elect.           | A. Fanning        |
| Elect.           | J. Wightman       |
| Elect.           | G. Andrews        |
| Elect.           | P. Wilson         |
| Elect.           | D. Matheson       |
| Elect.           | R. Bray           |
| Elect.           | R. Louden         |
| 2nd Elect.       | G. Reid           |
| Catering Officer | J. Blair          |
| Catering Officer | P. Coles          |
| Catering Officer | J. Clancy         |
| Catering Officer | R. Loadwick       |
| Catering Officer | W. Mitchell       |
| Catering Officer | J. Swanson        |
| Catering Officer | M. Waters         |
| Catering Officer | W. Hall-Fletcher  |
| Catering Officer | W. Gilmartin      |
| 2nd Steward      | A. McCloskey      |
| G.P. Steward     | D. Sinclair       |
| G.P. Steward     | W. McIntyre       |
| Ass. Steward     | J. Nitkowski      |
| G.P. Cook        | C. Cheetham       |
| C.P.O.           | J. McFarlane      |
| C.P.O.           | E. Brennan        |
| G.P.1            | D. Carmichael     |
| G.P.1            | V. Conway         |
| G.P.1            | S. Anderson       |
| P.O.             | M. McPhee         |
| P.O.             | S. Hornshaw       |
| P.O.             | W. Stevenson      |
| 2nd Cook         | P. Mawston        |
| Catering Boy     | S. Robinson       |
| Bosun            | E. Jama           |
| Bosun            | V. Hume           |
| E.R.S.           | M. Hussein Hersi  |
| Nav. Cadet       | A. Potter         |
| Nav. Cadet       | J. MacArthur      |
| Nav. Cadet       | I. Naughton-Rumbo |
| Nav. Cadet       | B. Wilmott        |
| Nav. Cadet       | C. Mathie         |
| Eng. Cadet       | A. Samuel         |
| Nav. Cadet       | H. Watson         |
| Nav. Cadet       | D. Matheson       |

ON STUDY LEAVE

|        |             |
|--------|-------------|
| Elect. | R. Walmsley |
| Elect. | W. Lothian  |

|               |                |
|---------------|----------------|
| 1st Mate      | T. Walker      |
| 2nd Mate      | L. Gilhooly    |
| 2nd Mate      | C. Pyper       |
| 2nd Mate      | J. Anderson    |
| 2nd Mate      | A. Nisbet      |
| 2nd Mate      | E. Fowler      |
| 2nd Mate      | P. Jarman      |
| 3rd Mate      | S. Campbell    |
| G.P.1         | D. Thornton    |
| Nav. Cadet    | R. Abercrombie |
| Nav. Cadet    | J. Allan       |
| 2nd Eng.      | R. Pollock     |
| 2nd Eng.      | A. Hourston    |
| 2nd Eng.      | T. Jarvie      |
| 2nd Eng.      | I. Andrews     |
| 3rd Eng.      | J. Dillon      |
| 4th Eng.      | K. Kyriacou    |
| 4th Eng.      | W. Green       |
| Radio Officer | J. Thomson     |

ON SICK LEAVE

|                  |              |
|------------------|--------------|
| Master           | C. MacLean   |
| 1st Mate         | T. Quirk     |
| 1st Mate         | E. Williams  |
| 3rd Mate         | H. Hanna     |
| 3rd Mate         | R. Stevenson |
| Ch. Eng.         | W. Hughes    |
| 2nd Eng.         | G. Law       |
| 3rd Eng.         | I. Campbell  |
| 3rd Eng.         | J. Winder    |
| Elect.           | B. Bell      |
| Elect.           | C. McErlean  |
| Catering Officer | J. Hotchin   |
| Catering Officer | J. McGurk    |
| P.O.             | F. Courtney  |
| P.O.             | G. Durie     |

ON TRAINING COURSES

|            |               |
|------------|---------------|
| Nav. Cadet | D. Fenton     |
| Nav. Cadet | M. Barrington |
| Eng. Cadet | J. Drysdale   |
| Eng. Cadet | J. Hannah     |
| Eng. Cadet | D. McClelland |
| Eng. Cadet | S. Andrews    |
| Eng. Cadet | A. Wink       |
| Eng. Cadet | M. Fyfe       |
| Eng. Cadet | W. Irvine     |
| Eng. Cadet | L. MacLeod    |
| Eng. Cadet | R. Morrice    |
| Eng. Cadet | P. Shotton    |
| Nav. Cadet | R. MacLeod    |
| Eng. Cadet | I. Rennie     |
| Eng. Cadet | W. Sewell     |
| Eng. Cadet | J. Lucas      |
| Eng. Cadet | G. Douglas    |
| Eng. Cadet | N. Ince       |
| Eng. Cadet | R. Currie     |
| Eng. Cadet | A. Kennedy    |
| Eng. Cadet | M. McLay      |
| Eng. Cadet | W. Moncrieff  |
| Eng. Cadet | A. Sinclair   |
| Eng. Cadet | P. Webb       |
| Eng. Cadet | G. Cowie      |
| Eng. Cadet | L. Dunnett    |
| Eng. Cadet | V. McCourt    |
| Eng. Cadet | B. Michie     |

P E R S O N N E L

(Cont'd.)

ON TRAINING COURSES - CONT'D.

|            |              |
|------------|--------------|
| Eng. Cadet | J. Myers     |
| Eng. Cadet | A. Smith     |
| Eng. Cadet | G. Smith     |
| Eng. Cadet | A. MacPhee   |
| Eng. Cadet | P. Gray      |
| Eng. Cadet | R. Adcock    |
| Eng. Cadet | R. Healey    |
| Eng. Cadet | A. Marrs     |
| Nav. Cadet | W. McKie     |
| Nav. Cadet | N. MacKenzie |
| Nav. Cadet | N. Wilson    |
| Nav. Cadet | N. Smith     |
| Elect.     | S. Hill      |
| G.P.1      | W. Bryce     |

STANDING BY

|          |               |
|----------|---------------|
| Master   | A. Sutherland |
| 2nd Mate | P. Flynn      |
| Ch. Eng. | W. Moore      |
| Ch. Eng. | T. Chapman    |
| P.O.     | R. Rafter     |

LATE NEWS

Seastaff 13 will take place in the Office during the week commencing Monday, 11th February, 1974. Those taking part are :

|                  |               |
|------------------|---------------|
| Chief Engineer   | D. Campbell   |
| Second Engineer  | T. Campbell   |
| Chief Officer    | W. Fleming    |
| Captain          | J.E. Jennings |
| Electrician      | R.W. Loudon   |
| Chief Engineer   | K.P. Malhotra |
| Catering Officer | W.S. Mitchell |
| Radio Officer    | C. Ritchie    |
| Captain          | C. Strachan   |



Following our last report, the Freight Market rose steadily until it reached an all-time peak about November, at which time the oil crisis developed, producing new and worrying problems. The effect on the Market was two-fold; the single voyage rates rose and the Time Charter rates fell, simply because too many Owners were forced to take refuge in the latter type of trading where the onus for the supply of oil falls on the Charterers. Happily, there are now signs that the oil supply position is easing but, of course, the fantastic increase in oil prices, which trebled in 1973, has eroded the profitability of voyages. Some useful new contracts have been obtained and we are hopeful that 1974 will be a profitable year.

The Marine Superintendents wish to place on record their appreciation of the high quality of neatness displayed by the majority of Second Officers returning Deck Voyage Abstract forms. This standard is remarked upon by various members of the Office Staff who have occasion to refer to the Abstracts. Since the Engineering Department now use a different method of reporting details by means of radio, the information readily available on voyage form is all the more appreciated.

The North of England Protecting and Indemnity Association has agreed, with effect from 20th February, 1974, that wives and children of crew members should receive the same insurance cover as the crew for the purpose of claims arising out of loss of life, personal injury or sickness (including repatriation charges). Other non-fare-paying persons on board with the Owners' consent are also included in this category. Appropriate amendments to the Association's Rule regarding passengers are being drawn up and will be amplified in a subsequent M.T.M. to Masters. Meantime, Contract Officers should consult this Office before applying for permission for wives to accompany them as certain contingencies could arise in the event of a parent or child having to be discharged abroad which are not covered by the new Rule and for which Officers may wish to take out separate insurance. The extension of the Association cover dispenses with the need for Letters of Indemnity to be signed by or on behalf of the above-mentioned.

We are pleased to be able to report a fair measure of success in achieving our target of relieving Officers who have completed a period of about five months on board. Our programme is now allowing the shorter voyage for Masters, Chief Engineers, Catering Officers and Junior Engineers and we are moving rapidly to the position where we hope to be able to include Radio Officers, Electricians and Third Engineers. Every effort is being made to continue the relief programme and extend it to all officer ranks, although it must be realised that in certain ranks the task is extremely difficult. In cases where ships are returning to the United Kingdom or near Continent, Officers will still be expected to remain on board albeit the period of service may extend beyond the norm.

Following the close of 1973, the Finance Division of the Company embarked upon the preparation of the year's Financial Statements. These Statements are historic in character and give a detailed accounting of what has happened in the past year in monetary terms and also an indication of the level of overall Company performance. Whilst this 'looking back' is taking place, the Cost Section is 'looking forward' in the form of preparing budgets for 1974. What are budgets? Sometimes they are looked upon as a means by which the 'money men' exert their own brand of torture on the other departments within the Company; we hope the correct interpretation is that it is a method through which each department can evaluate its programme for the coming year. It is the planning aspect of the budgeting which we feel should be stressed, giving an opportunity to the Departments, the Board and the Company to examine and discuss the correct course of action to achieve the most beneficial results from everyone's point of view. From the purely finance view, budgeting is essential to ensure the availability of adequate resources, but we have also been endeavouring to use the budget as a planning tool requiring the full involvement of all Departments. The people most suited to give an estimate of anticipated expenditure are the people responsible for spending the money. It is inevitable that in looking forward the experience of the past is an invaluable guide. Therefore, the budget is not only the forward plan but the continued comparison of the forecast with the actual results, providing the opportunity to review decisions and to plan for better decision-making in the future. To make the budget possible, input data is extracted from reports and systems within the Office and from the ships. It is essential that this information is reliable. Inaccurate information is worthless - even dangerous. We are determined to improve the information flow, thus enabling Departments and Seastaff to make decisions with the relevant facts readily available. From these financial controls we are confident that greater knowledge will flow, to the benefit of the entire enterprise.

## M A S T E R S

We are presently engaged in delicate and confidential negotiations with those Charterers who are Principals in contracts entered into prior to last November in order to secure a substantial contribution from them towards the catastrophic increases in fuel costs. There are no legal grounds whereby they can be compelled to contribute but we are looking for a sympathetic response based on goodwill and the realisation that it would be grossly unfair for the Owners to be burdened with the entire cost. Naturally business taken since November has been covered but earlier contracts are faced with serious losses unless an accommodation is reached. It is unlikely that the full amount of the increases since November will be recovered and it is therefore essential that every economy is exercised consistent with steaming instructions from our Operations Department on contract voyages arranged prior to 1st November, 1973.

The relief programme, coupled with shorter voyages, is progressing satisfactorily. We look to Masters to support the policy by giving assurance to Officers in 'scarce' ranks who, as yet, cannot be programmed for the five month trip, that the Company is doing its utmost to achieve reliefs across the board. Any shortfall will be as a result of the Industry's dilemma over shortage of certified personnel in certain ranks.

We draw the attention of Masters (and Chief Engineers) to the necessity for prompt and detailed reporting of mechanical and structural defects on our ships because all too frequently visiting Superintendents get unpleasant surprises when they step on board and find items requiring urgent attention which, although not necessarily of recent origin, have not been noted on any Defects List submitted to Head Office. Sometimes this means that there is insufficient time in which to obtain spare parts or the ship may be held up if the repair has to be put in hand at once, i.e. further expense for which we had not budgeted. Timely notice of all defects greatly assists forward planning: we doubt if it is generally appreciated by Seastaff just how long it takes very many suppliers of components and spare parts to effect delivery. It is quite common to be quoted a possible delivery date five, six or more months hence with little or no hope of obtaining earlier supply from an alternative source and this situation is worsening. It is causing us very grave concern that ships are having to wait so long for certain spare parts.