

TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "BARON BELHAVEN"

No. 21 SPRING 1974

EDITORIAL.

As you are now all aware, I officially took over the post of Managing Director of S.S.M. on 19th February, 1974 from H.A. Walkinshaw, who had previously held this position since 1st August, 1971. As one of the four original Directors of S.S.M., he was closely involved with the expansion, as well as the re-engining, programmes; a man whose depth of vision has helped to lead S.S.M. into a sound and successful future.

As you will recall from H.A. Walkinshaw's last editorial remarks, we are now taking our first steps along the road of independence and he felt that the leader of a reorganised S.S.M. should have no direct allegiance to either Parent Company, hence the reason for my appointment with H.A. Walkinshaw taking over the duties as Managing Director Designate of Lyle Shipping Company Limited.

I would like to thank him on behalf of us all and wish him well in the future.

Our future is now quite clear in that we have to steer ourselves away from the Ruston crisis situation into the normal commercial and economic running of the Company. The phrase "cut-back in expenditure" is often misunderstood because what is meant is not a lowering of our standards, but putting an end to wasteful expenditure caused by the ideal "keep the Rustons running at all costs". To expand in the management field and to attract new owners, we have to prove we can run vessels efficiently and economically and that means we must all become cost-conscious, more conscientious and houseproud than we have ever been before. It is inevitable that some of our everyday standards have slipped because of the Ruston episode and it is now up to us all to regain lost ground in all fields of cost consciousness, efficiency, trading, etc. Ahead we have an excellent future, but to achieve it we must adopt a sharper sense of awareness.

Lastly, the Company is now six years old, having celebrated its birthday on 1st. May.

G.S.M.

OFFICE NEWS

We were pleased to welcome Mr. Geoffrey Evans in Glasgow recently. Mr. Evans has recently retired after many years service with Adelaide Steamship Company and is, of course, known to those readers who have visited Port Pirie, where he was Manager of Adelaide Steamship Company's office at that port.

Mr. and Mrs. Evans are on a trip to the United Kingdom and Europe and are returning to Australia by way of the United States, including Hawaii.

This opportunity is taken to wish Mr. Evans a long and happy retirement.

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A considerable amount of rebuilding within the Office is presently taking place and, when completed, will result in making better use of available space and will also mean the re-siting of certain departments and individuals.

It is hoped to include an Office Plan showing these alterations in the next edition of TRIAD. Meantime, an up-to-date Office Organisation Chart will be found on Pages 4 and 5 of this issue.

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Mr. David Clark joined Hogarth Shipping Company Limited on 8th April, 1974 as Assistant Secretary.

Miss Morag E. Couper joined the Staff as a Shorthand-typist on 20th May, 1974.

Daniel Guidi joined the Staff on 20th May as an Office Junior.

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This year's Office Golf Outing was held on Friday, 3rd May, again at Cardross. The weather in the morning looked somewhat doubtful but by afternoon, when the rounds commenced, an improvement had taken place and the golfing conditions there-after were good.

The winner was R.H.B. Gardiner, second was D. Clark and third W. McEvilly. The 'Hidden Hole' winner was J.N. Maclean.

As in previous years, an enjoyable time was had by all the participants.

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This number's cover photograph of "Baron Belhaven" was taken by Skyfotos Ltd., Hythe, Kent. We are obliged to that firm for their permission to use it.

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A Report by the Hydrographer of the Navy.

In a Report by the Hydrographer of the Navy - Rear-Admiral G.P.D. Hall, C.B., D.S.C., for the year 1973, reference is made to risks taken by deep-draught shipping in calculating under-keel clearance in shallow waterways by referring to predicted tide levels and in view of the importance of this we quote below the relevant paragraph :

"Increasing concern has been felt over the continued risks taken by deep-draught shipping in calculating their under-keel clearance in relatively shallow waterways by reference to predicted tide levels - and over the possible consequences to the coastal environment from the stranding of giant tankers as a result of actual levels being lower. Predicted levels take no account of meteorological factors - and these can cause 'surges' which raise or lower the levels by amounts possibly exceeding the calculated under-keel clearance. In the latter case (i.e. a negative surge) results could be catastrophic. We have therefore felt it right to expand our service to the mariner by warning him of the onset of such hazards. To this end a supplementary service has been grafted on, experimentally, to the Storm Tide Warning Service (hitherto concerned solely with positive surges) to provide rudimentary warnings which are broadcast to shipping. Results have been very encouraging, but greater resources (in manpower, money and technology) are needed before the new service can become fully operational. Negative Surge Warnings are one more illustration of our expanding task."

"BARON ARDROSSAN" is loading at British Columbian ports for Sydney, N.S.W. and Brisbane on Time Charter to Canadian Transport and is expected to sail from British Columbia on 1st June.

Meantime, she is unfixed beyond Brisbane.

"BARON BELHAVEN" After loading part-cargo at Paranam, this ship will complete loading at Port Esquivel, Jamaica, calling at Chaguaramus en route for bunkers. Her discharging port is Kubikenborg and on completion of discharge there she will drydock at a north European port.

"BARON CAWDOR" arrived at Avonmouth on the 20th May and commences discharge there on the 26th. On completion, she will drydock prior to sailing for Pointe Noire to load for Japan.

"BARON DUNMORE" loads phosphate at Nauru and Ocean Island for Victorian and South Australian ports.

"CAPE FRANKLIN" sailed from Birkenhead on the 20th May for Lulea, where she is due on the 27th and where she will load for Birkenhead.

"CAPE GRAFTON" arrived at Brisbane on the 21st May to load for Japan and is expected to sail from the loading port on 26th May.

On completion of discharge in Japan this ship will ballast across to British Columbia and there load on Time Charter to Canadian Transport.

"CAPE GRENVILLE" arrived at Sydney, N.S.W. on 3rd May and is expected to start loading on the 26th May for Lumut, sailing on the 29th.

From Lumut this ship will sail for Christmas Island, calling at Singapore on the way to change her crew and replenish bunker fuel. Her destination after leaving Christmas Island will be New Zealand.

"TEMPLE HALL" is discharging at Esperance, Albany and Bunbury and on completion at the last-named port will sail for Christmas Island to load for Kwinana and Albany, Western Australia.

"CAPE HAWKE" is presently on passage to Beaumont, Texas, where she will load for Port Lincoln and Adelaide.

"CAPE HORN" left Sydney, N.S.W. on the 22nd May after discharging part-cargo, the balance being landed at Brisbane, Burnie, Melbourne and Adelaide. On completion at Adelaide, about the 8th June, she will sail for Christmas Island and there load for southern Australia.

"BARON INCHCAPE" sailed from Port Pirie on the 20th May for Avonmouth and/or Antwerp and is calling at Fremantle en route to replenish bunkers. Meantime, she is not fixed beyond discharge of this cargo.

"CAPE LEEUWIN" sailed from Adelaide on the 23rd May after discharging part of a Nauru cargo. The balance will be landed at Wallaroo and she should complete there about the 29th May.

From Wallaroo the ship shifts to, indicated Newcastle, N.S.W., to load for Indonesia and on completion of that fixture she will move south to Christmas Island to load phosphate for New Zealand. From New Zealand this ship will proceed to an Australian port to load for Lumut, Malaysia.

"BARON MACLAY" is presently at Newcastle, N.S.W. and is expected to commence loading there on or about the 2nd June a cargo for Indonesia - port not yet indicated.

"CAPE NELSON" After drydocking at Swansea, this ship sails for Nouadhibou, where she will load for Cardiff.

"CAPE RACE" This ship continues on Time Charter and is presently on a shuttle-run between Chaguaramus and the Mackenzie and Surinam Rivers ports.

"BARON RENFREW" sailed from Nauru on the 14th May for Auckland and Napier and arrived at Auckland on the 22nd. On completion at Napier she will return to Nauru to load for Fremantle.

Below and on the next page is an Organisation Chart which supercedes that dated January, 1974 appearing in TRIAD No. 20.

SCOTTISH SHIP MANAGEMENT LTD.

ORGANISATION CHART

May, 1974.

Managing Director	G.S. Morris
Secretary	Mrs. A.C. Hastie
Director - Chartering/Operations	J.P. Walkinshaw
Secretary	Miss C. Sloane
Chartering Manager	R.J. Doak
Fleet Programmer	R.H.B. Gardiner
Chartering Manager	A. Jeff
Operations Manager	J. Fulton
Ship Manager	D. Fox
Ship Manager	W. Picken
Clerkess/Typist	Miss A. Sanderson
Director - Project Chartering	T.S. Shearer
Director - Management	W.M. Scott
Secretary	Mrs. A.C. Hastie
Claims Manager	J.S.M. Begg
Data Processing Manager	J. Brown
Computer Op./Trainee Programmer	D.S. Beveridge
Key Punch & Verifier Operator	Miss S.H. McCorquodale
Key Punch & Verifier Operator	Miss P. Ralph
Director - Technical	N.K. Bowers
Secretary	Mrs. E. Inglis
Technical Manager - Marine	P. Smith
Catering Superintendent	D. Border
Technical Manager - Engineering (M.S.)	J.A. Lazaras
Superintendent - Engineering	W. Moore
Superintendent - Engineering	Vacant
Technical Manager - Engineering (S.S.)	Vacant
Superintendent - Engineering	J.A. Gray
Superintendent - Engineering	A. McKenzie
Superintendent - Engineering	J. McLennan
3 Technical Managers (as above)	
Superintendent - Electrical	A.T.M. Lumsden
Superintendent - Technical Administration	J.R. Murphy
Technical Administrator	J. Allan
Technical Administrator	A. Baillie
Spares Controller	W. McEvilly
Clerkess	Vacant
Spares Programmer	W. Vassie
Stores Assistant	J.K. Thompson
Stores/Spares Clerkess	Miss S. Morton
Clerkess	Miss M. Wightman

Managing Director

Director - Technical

Chief Marine Superintendent

Development Engineer

Director - Finance and Company Secretary

Secretary

Financial Accountant

Assistant Accountant

Accounts Clerkess

Invoice Clerkess

Wages Supervisor

Wages Clerk

Wages Clerk

Disbursements Supervisor

Disbursements Assistant

Disbursements Clerkess

Freights Supervisor

Clerkess/Typist

Cost Accountant

Cost Clerkess

Cashier

Assistant Cashier

Manager - Personnel

Secretary

Fleet Personnel Manager

Personnel Officer - Appointments

Personnel Officer - General Services

Recruitment Officer

Personnel Officer - Training & Ratings

Personnel Assistant

Office Services Manager

Shorthand Typist

Shorthand Typist

Telephonist

Telephonist/Receptionist

Telex Operator/Copy Typist

Receptionist/Copy Typist

Stationery/Printing

Office Junior

Office Junior

Office Junior

R.D. Love

Foo Mun Lo

J.G. Marshall

Miss M. Taylor

R.W. Forrest

W. McMillan

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

E. Robertson

Mrs. I. Dickie

H. Clark

Miss Z. Allison

A. McConn

A. Nicholson

R. Morrison

R.H. Murray

J. Gray

J. Daly

W. Anderson

Mrs. S. Allan

Miss M.E. Couper

Mrs. R.E. McKinnon

Miss I. Brechin

Miss S. Kean

Miss L.M. Bell

D.H. Biggerstaff

S. White

J. Ormiston

D. Guidi

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FLEET NEWS (Continued from Page 3)

"CAPE SABLE" sailed from Surabaya on 22nd May for Christmas Island to load for Cairns and Brisbane. On completion, she will shift to Bunbury to load for Immingham.

"BARON WEMYSS" arrived at Surabaya 27th May to complete discharge and from there will ballast to Bunbury to load for Immingham. After completion there, she will cross to Amsterdam for re-engining.

"CAPE WRATH" is expected to arrive at Ube, Japan on 11th June to discharge and from Ube will sail to Nauru to load phosphate for Western Australia.

"CAPE YORK" passed Cape Town on the 17th May en route to Antwerp to discharge, having left Port Pirie on 28th April. She is due Antwerp 3rd June and on completion there will sail for El Aaiun, Spanish Sahara, to load for Japan.

It was heartening to the Staff at 40, Buchanan Street that, when making arrangements for the latest of our Seastaff courses, no one expressed an unwillingness to attend the thirteenth! Looking back, now that the Course has been successfully completed, the Co-ordinator has admitted to having expressed relief that no misfortunes actually took place!

Seastaff 13 was a success - unquestionably. The participants enjoyed their week and so did the Office Staff. It had been almost a year since Seastaff 12 took place and consequently there had developed a certain amount of the 'out of touch' situation. Furthermore, a number of 'new' faces had appeared on the scene and the opportunity of meeting members of our Sea Staff was eagerly grasped.

The participants proved to be a group who were willing to contribute ideas and, indeed, many and varied of these were forthcoming. A few remarks provided by the Seastaff participants accompany these comments although they do not include some asides passed concerning the 'capabilities' of the photographer! Readers will be able to draw their own conclusions on this point from the photographs herewith. In self defence, the photographer was heard to question the photogenic qualities of the subjects!

A successful week - and an enjoyable one too. Mr. and Mrs. Malhotra were good enough to invite the participants to their home for an evening and Mrs. Malhotra has asked that her thanks be extended to Seastaff 13 for the flowers which were sent to her as an expression of appreciation for her hospitality.

Seastaffs will continue to be a regular feature of S.S.M's policy and any person who has not yet attended one is welcome to ask to be included in subsequent courses.

A.M.N.

SEASTAFF THIRTEEN : BY THE SEAGOING PARTICIPANTS

Seastaff 13 assembled in the Office on Monday, 11th February, 1974 and comprised the following :

Chief Engineer D. Campbell
 Second Engineer T. Campbell
 Chief Officer W. Fleming
 Captain J. Jennings
 Electrician R. Louden
 Chief Engineer K. Malhotra
 Catering Officer W. Mitchell
 Radio Officer C. Ritchie
 Captain C. Strachan

It was evident that we were a fairly 'high-powered' lot, but it was pointed out that the gathering of so much seniority together was by accident rather than design, as Seastaffs are always governed largely by which people are available on leave at the time it is convenient from the Office point of view to hold a gathering!

Several of the speakers on Monday commented on the dazed look on our faces and made remarks about the lack of questions after their talks, but on Tuesday the discussion began to warm up - especially regarding Planned Maintenance, and one began to look forward to a possible punch-up before the week's end. By Wednesday we were feeling sufficiently at home to enjoy thoroughly the lunch given to us by the Directors at the Western Club. The Directors included both Mr. Morris, the incoming, and Mr. H.A. Walkinshaw, the outgoing, Managing Director. Some of the greedier Seastaff expressed disappointment when they found they were going straight to the Western Club and not calling at the Royal en route for the customary rolls and pints!

On Thursday, the afternoon discussion culminated in a walking tour of the Office, calling at the various departments and offices to catch the occupants at work in their own settings - including the many glamorous dollies responsible for at least one third of the initials in 'Our Ref.' at the top of the rude letters one gets from Glasgow on occasion.

The discussions themselves during the mornings and afternoons, taking the form of an explanation of the function of the various departments, their activities and place in the scheme of things, would be followed by question and answer and general discussion in each case. These sessions were, perhaps, found to be of unexpectedly great interest to us and one feels that we Seastaff have probably profited considerably by our week and the Shore Staff, from most senior to most junior, genuinely seemed not to mind our blundering in and out and taking up so much time.

We hope that we managed to clear up - and also make - some points, both major and minor, to the advantage of the Shore Staff and the Company as a whole.

Finally, we should like to take the opportunity, on the occasion of Mr. H.A. Walkinshaw's last day, Friday 15th February, 1974, as Managing Director of S.S.M., of wishing him the greatest success as Managing Director of Lyle Shipping Company Limited and, of course, to welcome Mr. G. Morris, the new Managing Director of S.S.M., and wish him great success too.

Seastaff Thirteen.



Left : L. to R. : Capt. C. Strachan
Elec. R. Loudon
Ch. Eng. K.P. Malhotra

Right : L. to R. : Ch. Eng. D. Campbell
Capt. J.E. Jennings
Rad. Off. C. Ritchie



Left: L. to R. : Ch. Off. W. Fleming
Cat. Off. W.S. Mitchell
2nd Off. T. Campbell



In the next few editions of TRIAD it is hoped to include a short 'history' of some Agents with whom we have had business associations over a long period of years and we start here with Anglo Canadian Shipping (Westship) Limited, Vancouver, to whom we are grateful for providing us with the following article.

ANGLO CANADIAN SHIPPING COMPANY LIMITED
ANGLO CANADIAN SHIPPING (WESTSHIP) LTD.

Anglo Canadian Shipping Company Limited was founded in Vancouver, B.C. in 1932 by Mr. A.B. Graham, Mr. L.S. Richardson and Mr. W.T. Aconley. This Company was formed following the death of Mr. A. Melville Dollar, Chief Executive Officer of Canadian American Shipping Co. Ltd. Messrs. Graham, Richardson and Aconley formed the management team of this latter company. Upon Mr. Melville Dollar's death, it was necessary to liquidate Canadian American Shipping Co. Ltd. It is interesting to note that to this day the cable/radio address of Anglo Canadian Shipping Company Limited and Associated Companies is 'MELVILLE - VANCOUVER'. It should be noted that Anglo Canadian carried on with many of the agency connections of Canadian American Shipping Company and which accounts they are still honoured to represent, including, but not limited to, Fred. Olsen Line, Ben Line, Bank Line and Scottish Ship Management.

The formation of the new Company resulted in a new era of shipping in Vancouver. The Company's objectives were primarily to be in the direction of trade between the Canadian West Coast and the United Kingdom. It was for this reason that the name 'Anglo Canadian Shipping Company Limited' was adopted.

In spite of the fact that Anglo was started during the Depression years, its business progressed favourably and the Company established a world-wide reputation for honesty and integrity in the chartering, brokerage and agency fields. The Company's activities expanded rapidly until the world was suddenly plunged into war in 1939. Chartered vessels, liners and tramp vessels consigned to the Company's care were either cancelled or diverted. A large number of the staff resigned to join the Canadian Armed Forces and in 1941 Mr. A.B. Graham proceeded to Montreal to accept a senior appointment in connection with Canada's wartime shipbuilding activities. In 1942 the British Timber Control was established in London and many vessels were chartered and/or commandeered by them to carry forest products from the Pacific Northwest to the United Kingdom. Anglo Canadian was appointed, along with three other Canadian operators, to handle all Timber Control vessels loading in British Columbia. About the same time, a Canadian Crown Corporation was formed to take over the management of the ships built in Canada. This Company was known as Park Steamship Company. Park Steamship Company in turn assigned their vessels to established Canadian owners, operators and agents on both coasts of Canada. Anglo Canadian was appointed as Managing Agents of ten of these vessels, which enabled the Company to function - albeit on a reduced scale - until the end of the War in 1945.

Following the end of the Second World War, the Park Steamship Company was effectively dissolved. The tonnage under its control was disposed of after lengthy deliberations between Canadian Crown Assets Corporation and the Canadian Maritime Commission. Well-established private steamship operators in Canada bid for this tonnage on a bareboat charter basis or for outright purchase. Western Canada Steamships Limited, later to be renamed Western Canada Steamship Company Limited, was incorporated in January, 1946. This Company was owned by four well-established steamship operators in British Columbia, including Anglo Canadian Steamship Company Limited. In due course Western Canada owned twenty Canadian 'Park' type vessels of 10,000 tons deadweight. In 1951 four of the Western Canada vessels were transferred to United Kingdom registry and management. It should be noted that two of these vessels were managed by Lyle Shipping Company Limited. The fleet was gradually depleted over the years and by 1957 all wartime-built ships had been disposed of and Western Canada Steamship Company Limited had acquired three postwar motor vessels operating under United Kingdom registry. By the spring of 1963 there was only one vessel remaining, namely the m.v. "Lake Atlin". At this time all the shares of Western Canada Steamship Company Limited were purchased by Anglo Canadian Shipping Company Limited. In 1966 the "Lake Atlin" was sold and so ended, for the time being, Anglo's shipowning activities.

Coinciding with Anglo's purchase of the Western Canada stock, the latter's name was changed to Anglo Canadian Shipping (Westship) Ltd. and on January 1st, 1964 Anglo Canadian Shipping (Westship) Limited took over the staff and operations of its Parent Company - 'Anglo Canadian Shipping Company Limited' - which has, since that date, acted as holding company for the Group.

In January, 1969 the controlling shares of Anglo Canadian Shipping Company Limited and its subsidiary Anglo Canadian Shipping (Westship) Ltd. were sold to the founders. The purchasers were the Senior Executive of Anglo Canadian Shipping Company Limited and their partners, Hastings West Investment Limited, a company which was organised and is controlled in Vancouver, British Columbia, by a group of local businessmen, joined by several corporate investors with extensive international interests.

During 1969 Mr. A.B. Graham and Mr. L.S. Richardson resigned from the Board and Mr. Aconley had retired some years earlier. On October 15th, 1973 'Anglo' moved to its new offices at Granville Square, 200 Granville Street, Vancouver, British Columbia. The Company now operates with a total complement of forty-five Officers and Staff. One-third of the Staff have been with the Company for over twenty years, another third of the Staff have been with the Company in excess of ten years. Friendships and loyalties have been developed by Anglo's staff internationally, both with seagoing personnel on board the hundreds of vessels that have been handled by the Company and with the Officers and Staff of our many principals throughout the world.

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"Baron Renfrew" discharging Nauru phosphate at the phosphate berth in Port Lincoln, South Australia, in January, 1974. She was the first ship to land cargo at the berth. Berth Six, as it will be known, is 700 feet long and at the time of the ship's visit there was a depth of 32 feet which was being deepened to 36 feet later in January.

Photograph by courtesy of the Port Lincoln Times.

In March of this year the Royal National Lifeboat Institution celebrated its 150th Anniversary and at Lochwinnoch United Free Church, on the 10th of the month, Mr. Andrew M. Nicholson gave the following address as part of that church's recognition of this important milestone in the long history of the Institution.

"From the very beginning of the World, man has been using boats to save life. One of the most famous stories in the Bible is that of Noah and the Ark. He spent many months, indeed years, building the Ark with the one objective of saving life. The story relates how he saved the animal kingdom and mankind. Today, man is still building boats to save life and we here in the United Kingdom have a proud and honourable history of rescuing our fellow men from the perils of the sea.

Today, in March, 1974, we are celebrating the 150th Anniversary of the Royal National Lifeboat Institution. 1974 has been entitled 'The Year of the Lifeboat' as part of these celebrations. 150 years ago saw the birth of the R.N.L.I. as we know it today and many resourceful, far-sighted men were responsible for its very being.

It was Sir William Hillary who supplied the impetus in 1823 which resulted in the Organisation becoming a national one and he is described as the Founder. Sea rescue was nothing new in the 1820's - either in the United Kingdom or abroad, but these rescues were confined to certain localities where movement of shipping was high and often dangerous.

Hillary was a man of exceptional vision and energy. Had he known that his work would have continued and progressed for so long he no doubt would have been a very proud man. In 1823 he wrote a pamphlet which bore rather a long title -

'An Appeal to the British Nation
on the Humanity and Policy of
Forming a National Institution
for the Preservation of Lives
and Property from Shipwreck'.

His appeal gained enormous support from various people, many of whom were able to assist. Within a year of publication of his pamphlet he had formed what is now the oldest national sea rescue organisation in the world. Soon afterwards, King George IV had consented to be Patron - an office which successive sovereigns have held since.

Right from the very beginning, the emphasis was placed on the Organisation being one which was to be supported by voluntary contributions from the general public. It has always been controlled by a central management committee who have made the major decisions required, whatever the nature of such decisions might be. In 1854 the Committee did have to call in the Government as the Institution was facing critical financial difficulties. However, the Government imposed certain conditions which were thought to be detrimental to the cause and in 1869, when the finances were stronger and healthier, independence was once more regained. Since 1869, the Lifeboat Institution has been completely free of state control and has received absolutely nothing from any government.

While on the subject of finance, it would be opportune to mention that a Lancashire businessman, Sir Charles Macara, was the inaugurator of what is today referred to as a 'flag day'. In Manchester, in the late 1880's, he organised a type of street collection on behalf of the R.N.L.I. which met with great success - success which can be judged by the number of other charities which also have their own flag days today.

The strength of the R.N.L.I. can be regarded in three different ways :

Firstly, by studying the number of lifeboats that there are in service. Secondly, by investigating the calibre of the crew members who man these boats. Thirdly, by taking a quick look at its bank balance!

All three are equally important and when talking about each one in this order, I'm not suggesting it is in any order of priority.

Firstly, the boats : There are two types of lifeboat in service with the R.N.L.I. today, and both are designed to do virtually the same job in different ways. The job they are designed for, of course, is to save life. The large boats are really deep-sea boats. They are equipped with every modern aid to navigation and life-saving that it is possible to put on board. They are maintained and ready for action every day of the year and put to sea with between six and ten crew members. They vary from forty to seventy feet in length and many are capable of speeds of up to eighteen knots and there are presently 134 of these boats in service. It is these off-shore boats that produce the heroes of our service - the actions in which they are involved demand courage and tenacity from their crew members. These boats are so often called out on operations to assist ships many times their own size when conditions of wind and weather hold the crews of these ships at their mercy.

The other type of boat is the inshore lifeboat. These are small, fast machines and there are presently 116 in service. On the whole, the type of work in which they are involved is not so hazardous but, nevertheless, just as necessary as that of the larger boats. They were introduced into service only in 1963 but already in the ten or so years of their existence they have saved over 4,000 lives. They operate in limited areas only and are strictly confined within their own limits. Some of these boats are not too far distant from here - Largs and Helensburgh - and they are principally designed to assist yachtsmen and fishermen who find themselves in trouble. The Helensburgh boat did receive a strange call not so long ago; a seal was stranded on a beach when the tide went out and the men successfully carried it back to its own place of safety - the sea!

Secondly, a word or two about the crew members : As I have said, the history of the R.N.L.I. spans some 150 years and, throughout this time, there have been very many classic examples of the outstanding courage and devotion to duty displayed by the lifeboat men and women. Perhaps one of the best known stories is that of Grace Darling and her father, who saved nine lives in 1838. It was on September 6th when the luxury steamer "Forfarshire" ran aground on rocks off the Farne Islands, near the Northumberland coast. Grace Darling was the daughter of the Longstone Lighthouse-keeper and was only twenty-two years old at the time. On sighting the wreck, she and her father immediately decided to make for the stricken steamer in their own coble, which was nothing more than a large rowing boat. They had to row for a mile in a storm which even the steamer had failed to weather and when they arrived at the wreck there were only nine survivors on the rocks. They had to make two journeys from the lighthouse to the rock and back before all nine people had been successfully rescued.

Another example of the courage and gallantry shewn by the men of the Lifeboat Service took place in Devon in 1899. The Lynmouth lifeboat could not be launched on that particular evening because a westerly gale was sweeping seas right across the harbour and the launching site, but there was a ship in distress in a bay round the coast. To reach her the Lynmouth crew and a group of volunteer helpers transported the lifeboat thirteen miles overland with the help of some horses. To do this, they had to take the boat from sea-level to a height of 1,400 feet and they had to dig down banks, break down walls and saw down trees. After a journey that lasted over 10½ hours, at night time, they launched the boat into the storm without even pausing to eat and saved those on board the ship in distress.

These two examples show the spirit which animates the lifeboat crews which was once described by Sir Winston Churchill, when he said of a lifeboat :

"It drives on with a mercy which does not quail in the presence of death; it drives on as a proof, a symbol, a testimony, that man is created in the image of God, and that valour and virtue have not perished in the British Race".

Both these examples took place in the last century, but the spirit of the

serving men today is no different from that of yesteryear. The fact that over 98,000 lives have been saved in the history of the R.N.L.I. bears out this fact. There is, however, another aspect of the service which demands an enormous amount of courage, but one which is rarely quoted. It is the courage of the unsung heroes or, rather, as in this case, heroines. The lifeboat service owes much of its success to the womenfolk - the wives and mothers of the lifeboatmen. Yet, it is they who pay most dearly for the service and few people realise just how much.

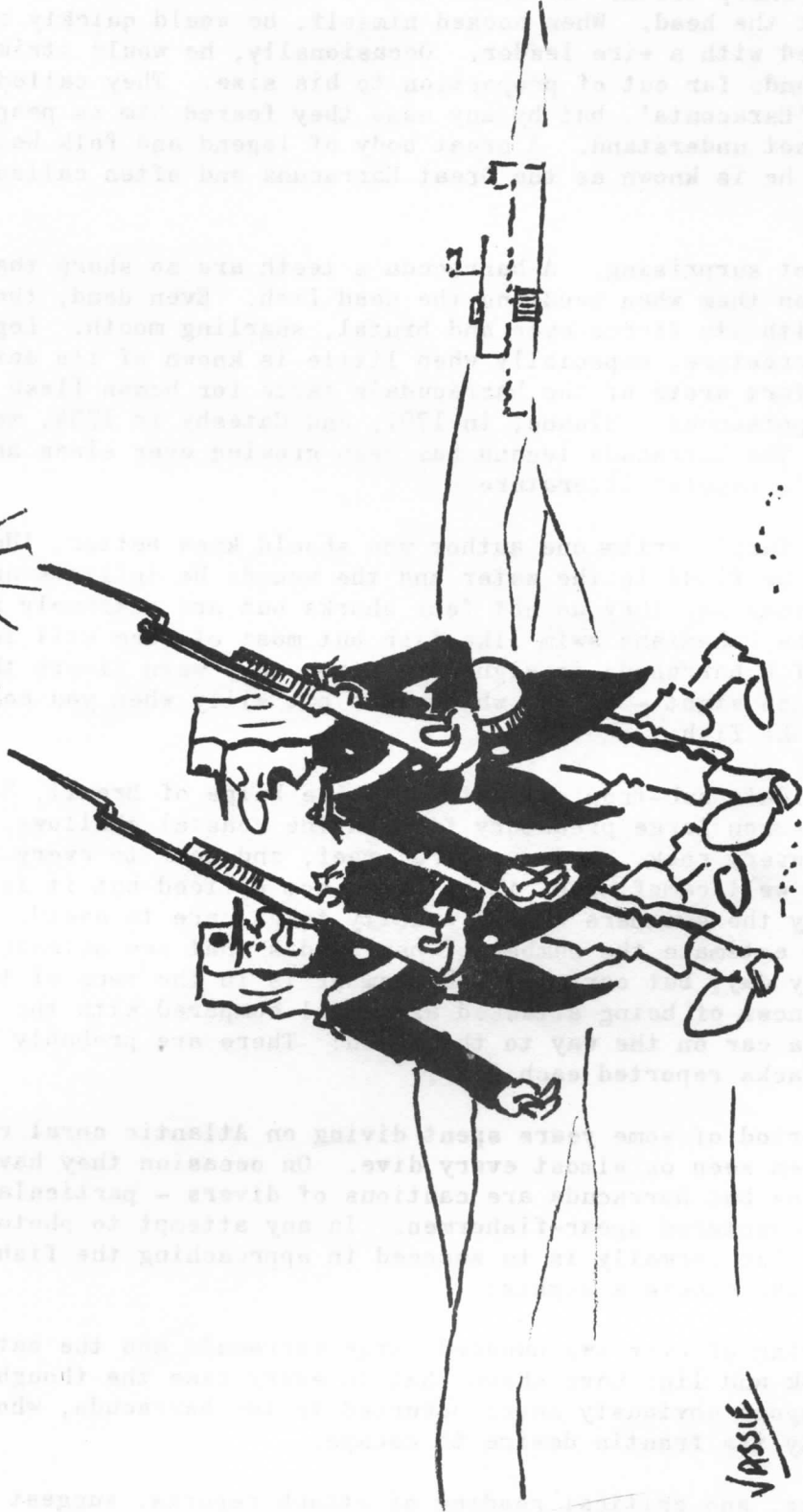
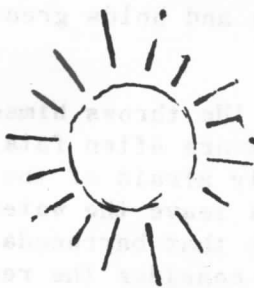
One's eyes sparkle and one breathes more quickly on reading how a lifeboat, on a falling tide, took the crew off a casualty poised precariously on a pinnacle of rock which threatened at any time to crumble and let the whole thing down on the lifeboat; but few of us give heed to the endurance of the women awaiting the crews' return. There are few more spectacular displays of high courage than that shewn every year by the wives and mothers of our lifeboatmen.

Finally, of the three subjects I have mentioned - the financial situation. Every single penny that goes into the R.N.L.I.'s funds is given by the general public. It is entirely supported by voluntary contribution, but when one considers that enough has to be collected to keep over 250 boats operational, one is talking about a great deal of money. Not only that, but when one considers that, there is in existence a programme which calls for the total fleet of the larger lifeboats being replaced by new, self-righting, boats by 1980, then and only then does one begin to realise just how much money is required each year to maintain the service satisfactorily.

Over £3,000,000 has to be found this year and it could well be considerably more next year or the year after. Over the years the money needed has been found; in some years there is more of a struggle than others. There is no question that a disaster is of financial benefit because the plight of the Institution is brought closer to the eye of the general public through press and television. But a disaster is neither wanted nor welcome - it means loss of life, which is the very thing the R.N.L.I. is in existence to prevent.

The major income of the Institution depends upon the dedication of the unsung heroines - the ladies. It is they who organise the many and varied fund-raising functions which supply the service with the resources that are so vital to its existence. They must continue in their enthusiasm if the future is to be viewed with any kind of confidence. There are, as I've said, many different ways of raising money and the best known single method is, of course, the Lifeboat Flag-day. Of the others, there have been concerts, fetes and carnivals, coffee parties and cheese and wine parties. People have been out carol singing and playing football matches. School children have been on sponsored walks and sponsored swims but, whatever the method, the success depends upon the background and preparatory work which has been organised by the Ladies Guild and branches. These ladies come from all walks of life and without them the Service would simply disappear - and the first people to recognise this are the lifeboatmen themselves.

So, ladies and gentlemen, the R.N.L.I. has a history of 150 years and it also has a future which will no doubt span yet another 150 years. The basis of our organisation has been and always will be the people around whom it is framed. I started this address with a reference from the Bible and I shall finish in this way, too. The men of the lifeboats do not put out to sea with the idea in their minds that they will not return - but that is always to possibility. Jesus spoke of the virtue of such a service as that performed by the R.N.L.I. when He said: "Greater love has no man than this; that he lay down his life for his friends".



JASSIE

"WELL - IN MY CASE IT WASN'T A WOMAN! - EVER
HEARD OF A O's?"

The early Caribbean explorers and naturalists soon came to know him. It would have been hard to overlook the long, torpedo-shaped fish with its pointed jaws and savage, razor-sharp teeth. He would take a hooked fish from the line, cutting it off cleanly at the head. When hooked himself, he would quickly cut the line unless it was equipped with a wire leader. Occasionally, he would strike a swimmer, inflicting wounds far out of proportion to his size. They called him 'Becuna', or 'Picuda', or 'Baracouta', but by any name they feared him as people always fear what they do not understand. A great body of legend and folk belief grew up about him and today he is known as the Great Barracuda and often called the 'Tiger of the Sea'.

This is not surprising. A barracuda's teeth are so sharp that it is easy to cut yourself on them when handling the dead fish. Even dead, the barracuda looks dangerous - with its fierce eyes and brutal, snarling mouth. Legend grows easily about such a creature, especially when little is known of its actual behaviour. In 1667 de Rochefort wrote of the barracuda's taste for human flesh and claimed that its bite was poisonous. Sloane, in 1707, and Catesby in 1754, made similar allegations. The barracuda legend has been growing ever since and holds great sway in today's popular literature.

'In blind fury', writes one author who should know better, 'He throws himself on any person he finds in the water and the wounds he inflicts are often fatal'. Many West Indians say they do not fear sharks but are extremely afraid of the barracuda. The Bahamians swim like fish but most of them will leave the water immediately if a barracuda is sighted. Often they warn divers that barracuda will attack people on sight - all of which is a bit silly when you consider the real behaviour of the fish.

From Florida's sub-tropical waters to the bulge of Brazil, *Sphyræna Barracuda* is the most common large predatory fish in the coastal shallows. It may be found under almost every rock, on every coral reef, and near to every resort beach. Because it is well camouflaged, it is often not noticed but it is there in numbers unsuspected by the swimmers who it usually takes care to avoid. It would be impossible to estimate the number of barracudas that see swimmers in the Western Atlantic every day, but certainly the number is in the tens of thousands. Yet a swimmer's chances of being attacked are small compared with the likelihood of him being hit by a car on the way to the beach! There are probably less than a dozen barracuda attacks reported each year.

Over a period of some years spent diving on Atlantic coral reefs large barracuda have been seen on almost every dive. On occasion they have surrounded the diver in dozens but barracuda are cautious of divers - particularly if they have previously encountered spear-fishermen. In any attempt to photograph barracuda, the major problem normally is to succeed in approaching the fish closely enough to get it in the camera's sights!

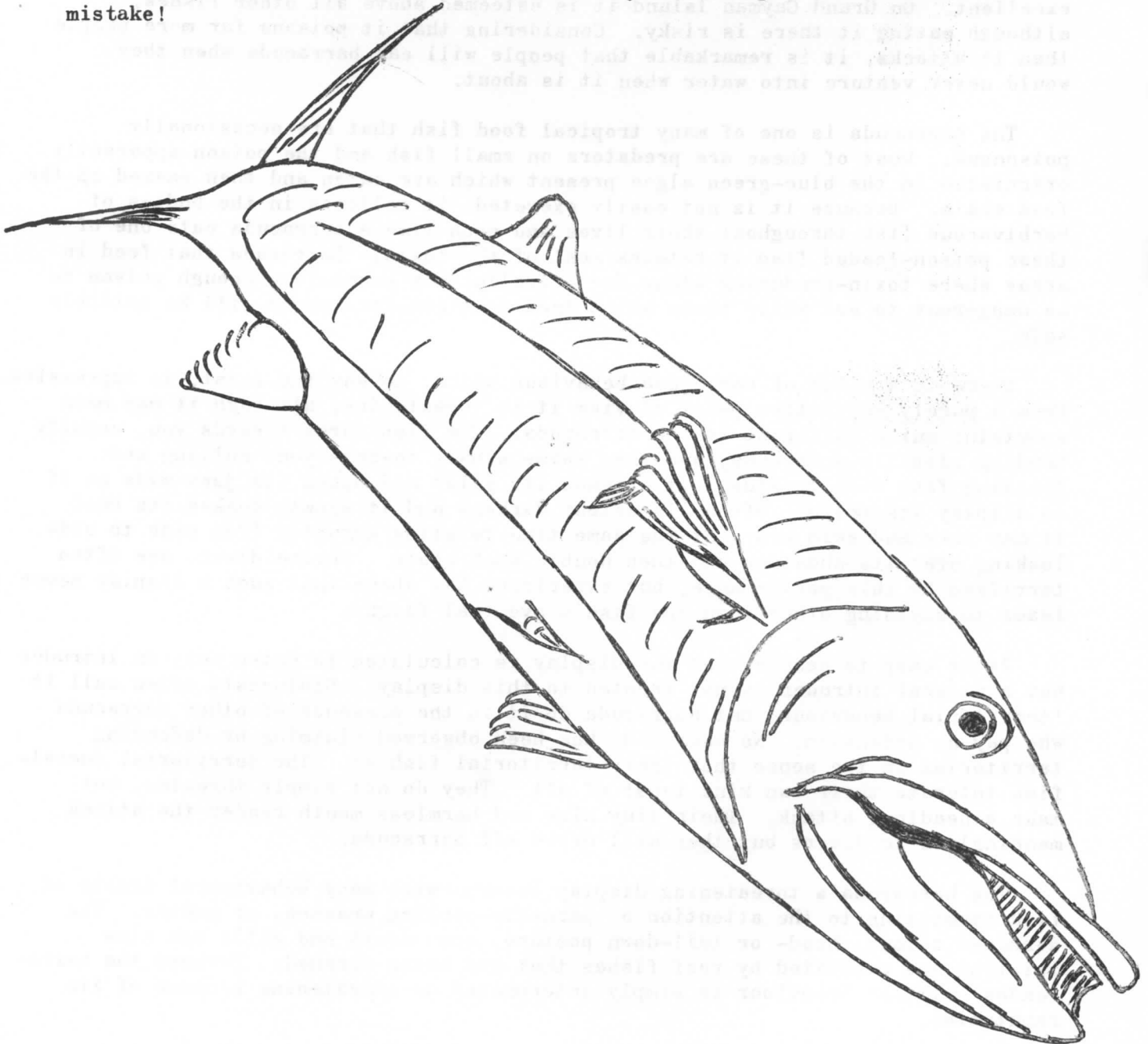
The spearing of over two hundred large barracuda and the catching of numerous others on hook and line have shewn that in every case the thought of 'throwing' himself on anyone obviously never occurred to the barracuda, whose every move suggested only its frantic desire to escape.

Experience, and critical reading of attack reports, suggest that barracuda do not attack divers even when provoked, do not attack swimmers except in the rarest circumstances, and are not particularly aggressive. This is not to say barracudas are never dangerous, because in certain circumstances they are. After all, cars can be too, but they are rarely accused of 'blind fury'! Common sense should prevail when swimming in waters barracudas are known to frequent.

The great barracuda is highly involved and an extremely effective predator of small fish. Its long, pike-like jaws are set with the most formidable array of teeth found in any boney fish and when pursuing its prey it is capable of terrific acceleration, great speed and remarkable agility. It hunts by sight and sound, often in water so turbid that it cannot see its prey clearly. The circumstances in which it has attacked swimmers indicate that it has confused them with the fish upon which it normally feeds.

Unlike shark attacks, most barracuda attacks are not fatal, although the victim can suffer serious injury. The fish very seldom strikes its victim more than once. The typical object of a barracuda attack is swimming or splashing in turbid water. Schools of mullet and jacks (the latter are small fish, not dissimilar to the pike) often make similar splashings when trying to escape from the barracuda and it is not difficult, therefore, to see how a swimmer might trigger off an attack. Every day, however, thousands of people unwittingly splash around under the noses of large barracuda without instigating an attack, so barracuda cannot be accused of striking blindly at every disturbance on the water's surface.

It is possible that attacks occur only when a swimmer chances to pass between a barracuda and its prey just as the fish is about to strike. But, regardless of how it happens, the victim usually suffers shock and loss of blood, with the probability of needing a good few stitches in the wound. Afterwards, though, he is unlikely to be in a mood to be consoled by the thought that it was all a mistake!



A fine crop of legends have sprung up concerning the size of barracudas, all of them crediting the fish as being larger than life. In 1724 reports were given of barracuda eighteen to twenty feet long being seen and there have been many other similar stories. Modern divers often speak casually of six and seven foot barracuda although in fact the world record barracuda measures five feet, six inches in length and weighing 103 pounds. Longer, but lighter, specimens probably exist as much lighter fish of nearly the same length are caught from time to time, but they are rare. The largest taxidermy establishment in Miami, Florida, did not record any barracuda longer than five feet, three inches between 1953 and 1957. A few fifty-pounders are caught every year in Florida and Bahamas waters but these are considered exceptional. The accompanying drawing of a barracuda

10.
depicts a specimen about four feet, six inches long and weighing, perhaps, thirty-five pounds. Florida anglers would consider it a large one. In the Bahamas one often hears stories of huge barracuda ten or fifteen feet long but in fact it is improbable they are any larger than those found in Florida. The fish is circumtropical in distribution but nowhere have the mythical giants been seen by reliable observers. Nor, according to the fossil record, have barracuda ever been much larger than they are today. Fossil barracuda are common in Eocene deposits and a specimen identified as 'Spyaena Barracuda' was discovered in a Cretaceous deposit seventy million years old. Barracuda appear to have been much as they are now since the time of the dinosaurs and their fossil abundance suggests that they have always been highly successful.

In many places the barracuda is an important food fish, even although it is occasionally poisonous to eat. The flesh is fine in texture and the flavour is excellent. On Grand Cayman Island it is esteemed above all other fishes, although eating it there is risky. Considering that it poisons far more people than it attacks, it is remarkable that people will eat barracuda when they would never venture into water when it is about.

The barracuda is one of many tropical food fish that are occasionally poisonous. Most of these are predators on small fish and the poison apparently originates in the blue-green algae present which are eaten and then passed up the food chain. Because it is not easily excreted, it collects in the bodies of herbivorous fish throughout their lives and each time a barracuda eats one of these poison-loaded fish it retains most of the toxin. Barracuda that feed in areas where toxin-producing algae are prevalent may accumulate enough poison to be dangerous to eat while those which feed in algae-free areas will be entirely safe.

There is a piece of barracuda behaviour which, to say the least, is impressive. From a purely subjective point of view it is threatening, although it may mean something quite different to the barracuda. The fish turns towards you, usually heading slightly downwards, and then swims slowly towards you, rolling and twisting from side to side. It spreads its gills and opens its jaws wide as if to display its teeth. Often its colour darkens and it slowly shakes its head. It may turn and swim away, at the same time twisting abruptly from side to side looking over its shoulder and then double back again. Novice divers are often terrified by this performance, but experience has shown that such a display never leads to anything other than the fish's eventual flight.

It is easy to assume that the display is calculated to drive away an intruder but a natural intruder is not treated to this display. Biologists often call it 'territorial behaviour' but barracuda do it in the presence of other barracuda who pay no attention. No barracuda has been observed claiming or defending territories in the sense that truly territorial fish do. The territorial damselfish tolerate their own kind least of all. They do not simply threaten, but make a headlong attack. Their tiny size and harmless mouth render the attack meaningless to divers but they will drive off barracuda.

The barracuda's threatening display incorporates many behavioural traits of fish submitting to the attention of parasite-picking wrasses, or gobies. The darkened colour, head- or tail-down posture, open mouth and gills and slow twisting are exhibited by reef fishes that are being cleaned. Perhaps the barracudas' similar behaviour is simply interpreted as threatening because of its reputation.

Really, the barracuda is not a 'tiger' - either in size or behaviour. At best, it could be compared to a good-sized wildcat. He is a successful, widely distributed predatory fish whose behaviour does not differ materially from that of other fish. Because he is equipped with remarkably large, sharp teeth, his rare and usually accidental attack on swimmers can cause serious injuries. But, if a little care is exercised to help him to avoid mistakes, he need not be feared by either swimmers or divers.

Mr. David Gray



David Gray, who is a chartered accountant, joined H. Hogarth & Sons Ltd. in 1966 and in 1968 became a founder-member of S.S.M.

At the beginning of 1973 David was appointed to his present position of Cost Accountant with S.S.M.

David is married and has three young sons. The family lives in Lenzie, seven miles north-east of Glasgow, and having recently moved into a 90-year old house, David and his wife Marjorie are enjoying devoting a lot of time to their new home.

Miss Christine Sloan

Christine joined S.S.M. in December, 1970 and, until February, 1972 worked for the Marine Accounts Department.

She now works for Mr. T.S. Shearer, Mr. J.P. Walkinshaw and the Chartering Department.

Her hobbies are reading, scuba-diving and, in fact, any outdoor activities and her ambition is to travel.

Christine lives in Glasgow.



Mr. James K. Thompson



'Jake' Thompson joined Lyle Shipping Co. Ltd. on 16th June, 1937 as an Apprentice and joined the "Cape Sable". He completed his apprenticeship on 24th September, 1939 and did one short voyage on "Baron Kinnaid" with Capt. McGuffie in command.

'Jake' was on the "Cape Verde" when she was torpedoed off Tobago Island, B.W.I. on 9th July, 1942 and after spending 4 days and 5 nights in a small dinghy, landed on an uninhabited island. Eventually, he was flown from Trinidad to New York in the flying-boat "Atlantic Clipper", taking two days for the journey! Later in the war, he was on the "Samspeed" when she was badly damaged at Bari, Italy, when the ship alongside exploded.

'Jake', who is a founder-member of S.S.M., is married and has three children, the eldest being married, and he bowls with his local bowling club.



Mrs. Rita Gilchrist retired from Scottish Ship Management Ltd. on Friday, 26th April, 1974 after twenty-five years service - having joined Lyle Shipping Company Ltd. in 1949. A party was held for her in the Office on the 26th, at which Mr. Gordon S. Morris, our Managing Director, presented Mrs. Gilchrist with a gold watch from the Directors and Mr. James Begg, on behalf of the Staff, presented her with a sum of money with which she intends getting a record cabinet. In the photograph Rita is holding the bouquet of flowers presented to her by K.L.M's Glasgow Representative, Mr. Gordon Miller, as a token of appreciation of the many cups of tea provided so cheerfully over the years! It was a happy occasion, tinged with a little sadness that Rita will no longer be in the Office, although we hope that she will pay us a visit from time to time. We take this opportunity of wishing Rita a long and happy retirement with her husband George.



At a party held on board m.v. "Cape Grafton" at Melbourne, Australia, in March the opportunity was taken to photograph together three ladies who have each acted as Sponsor to Lyle Shipping Company ships. On the left is Mrs. Ravenscroft, the wife of Mr. L. Ravenscroft, former General Manager of British Phosphate Commissioners in Australia, who sponsored "Cape Leeuwin"; in the centre is Mrs. Nicholson, the wife of Mr. W. Nicholson, presently Managing Director of Lyle Shipping Co. Ltd. and who will become Chairman of the Company at the end of the year, who sponsored "Cape Horn" and her predecessor of that name (launched in 1955); and on the right Mrs. Gray, wife of Mr. George H. Gray, Commercial Manager of the Lead/Zinc Division of Conzinc-Rio Tinto of Australia, who was "Cape Grafton's" sponsor. We are obliged to Mr. William Drennan, "Cape Grafton's" Second Engineer, for sending us this photograph.

WHAT IS CAN-TRAN T.C.??

"Canadian Transport Time Charter" do I hear someone say?
 You're absolutely right, of course, in every single way,
 But different things to different men do differently appear
 And for us 'Transpacific Men' its meaning is quite clear.....

It's Crofton, Tahsis, Alberni - and all in three days flat;
 It's Nanaimo, then it's Harmac --- and where the hell is that?
 It's opening up the hatches, then it's close them quick again,
 It's open them, and close them, I've never seen such rain.

It's fork lift trucks and "peevees" and the scent of cedar wood,
 It's big Canadian stevedores who stow the ship 'real good'.
 It's ballasting and trimming and finding metacentric height,
 It's climbing over timber and it's keeping lashings tight.

It's transpacific passages with weeks and weeks at sea,
 It's scraping, painting, bronzing, it's seagull pie for tea!
 It's watchkeeping and sleeping and waiting for each meal,
 It's bingo and the movies and it's horse racing for real.

It's North Pacific gale warnings --- depression moving east,
 (You'd better ease her down again, I'm sure the wind's increased).
 It's Aussie down to Tassie, then back up through the Bight,
 It's leaving Sydney Harbour on a brilliant summer night.

It's tying up in Hobart and you'll never get ashore,
 (We're sailing prompt at midnight so it's no use getting sore).
 It's watching Aussie stevedores collect their sky-high pay
 And wond'ring if they'll really go on strike again today.

It's 'phoning up the Nurses Home and trying to get it right;
 "D'you think that you can make it to our barbacue tonight?"
 It's Mission Girls in Melbourne --- well, goddammit, we're all broke!
 The Aussie dollar's climbing high --- the pound is just a joke.

And when the voyage is over and you're all fast at the quay,
 Deep-laden with the cargo that you've brought across the sea,
 Who's this man who greets you with a sad and woeful tale?
 It's "Sorry", says the agent, "I forget to bring your mail!"

R.V. Duncan.

It was Lewis Carroll's Walrus who said "A loaf of bread is what we chiefly need" and what a true remark that was!

For well over 15,000 years grain in some form has been mankind's staple food, although baked bread as we know it dates back only about 5,000 years - to the days of Ancient Egypt. Wild millet was the first cereal used but the Egyptians used the wheat that produces most of the world's bread today. In the interval, flour from cultivated millet, barley, oats, rye, rice and potatoes have all been used successfully, as they still are in some areas of the world.

More than eighty per cent of the world's bread, however, is made from wheat, which is a crop that occupies one acre in every seven of all the working farmland of the earth, occupying more land than any other single food crop - indeed, nearly as much as rice and maize together. From Siberia to the Equator, from below sea-level to the mid-slopes of the Himalayas, wheat in one or other of its 15,000 known strains will ripen fit for flour. Every day of the year, somewhere in the world, farmers are bringing in a harvest of wheat. Nearly all this grain goes to make flour for bread, the traditional staff of life of the human race.

Unleavened bread of a kind has been known since early man first began experimenting with primitive cookery and agriculture, but it was about 5,000 years ago that raised, or leavened, bread made its appearance. About the time when the mourners of the great Pharaoh Cheops buried his solar ship near the Great Pyramid, an Egyptian baker discovered how it could be made. Preparing a batch of dough, he left some standing exposed to the air rather longer than usual, so that numbers of microscopic yeast plants fell on to its moist surface and fermentation began quite by chance. When he baked it, instead of the flat, dense wheaten pancake such as men had eaten until then, the Egyptian found his dough swollen into a light, fluffy loaf several times its original size and full of air pockets. It was also much nicer to eat and so, true bread had arrived.

That subsequent bakings, taken up by all Egyptians in due course, were good there is no doubt. In the Metropolitan Museum of Art in New York can be seen a basket of such bread that must be the oldest in existence. It was discovered in an Egyptian tomb and is estimated to be about 3,500 years old. Ossified and shrunken, it is actually very well preserved for its antiquity and is still plainly recognizable as bread. These first real bakers were filled, like most of their successors down the ages, with a deep pride in their craft and they wrought their loaves into a delightful variety of shapes. Excavations in later Egyptian tombs have brought to light loaves of round, conical, elongated and braided designs and in the shapes of fishes, birds, pyramids, sphinxes and vases. The monetary system of that era was partly founded on bread; almost everyone from humble labourer or servant to priest or state official was paid with loaves and as grain itself was a government monopoly, the ruling pharaoh controlled the country's entire basic wealth by the simplest of means. Loaves made in the shapes of animals and other national dieties like sphinxes were doubtless intended to placate the gods and it is clear from the bread regularly deposited in tombs that, from the most ancient times, this food, above all others, has had a religious significance.

Whereas most people changed to making leavened bread, the Jews clung rigidly to their unleavened loaves, made chiefly from barley flour, but of course they shared in the general concept of bread as a religious symbol or trapping. Apart from the Hebrew and Christian religions, those of the Greeks, Babylonians, Aztecs, Mayas and a number of others give prominence to the role of bread. In saying 'I am the Bread of Life', Christ was in fact using the simplest and most universal of metaphors.

The Greeks, too, prized their bread-making skill highly and by applying scientific principles as evidenced in the health and vigour of their athletes and others, greatly advanced man's knowledge of the art of baking. According to the perceptive Athenaeus, Greek bakers of the third century had to wear linen gloves and thin gauze masks when working, an hygienic precaution rarely met with even in these germ-conscious times.

Medieval bakers were much esteemed as highly important members of the community and in Europe at least formed themselves into complex guilds. In Germany, for instance, the life of a baker was held to be so valuable that the murderer of one was punished three times as severely as he who had killed an ordinary man. The

guilds of German bakers were divided into four groups - 'Black', 'White', 'Sweet' and 'Sour' - according to the category of their products and each was strictly forbidden to encroach upon the domain of any of the others.

This close community feeling within the bakery craft and the high regard of the community for them has persisted through the ages, more so in some European countries than here in Britain. In France, for instance, it is as strong as ever. In medieval France baking reached new heights of ritualistic fancy. Bakers at the royal court had to produce some twenty different kinds of bread to be served at the tables of the Court. There was a special kind for the king and queen themselves, one for the royal princes, one for the cardinals and papal envoys, courtiers and ladies-in-waiting, one for counts and marquises, one for squires and one for the lower clergy. Such elaborate luxury over the serving of bread lends added point to the bread riots that sparked off the French Revolution later, an upheaval claimed, not without justification, as a classic example of the lengths to which the common people will go for their daily bread.

In England, bakers and baking have long been subject to complicated laws and governmental rulings that survive today in such directions of hours of baking and chemical additions to bread flour. King Henry III's edict limiting a baker's profit on his bread to 13 per cent actually remained in force for over 500 years after it was issued in 1266 and, in fact, bakers' profits were regulated by law from the reign of King John onwards. The profit for his own work for each individual baker should not exceed threepence on each quarter of wheat, plus what he received from the sale of sifted bran, but he was allowed to charge quite freely for his expenses by adding the cost of wood for fuel, wear and tear on the oven, candles, sieves and the expenses of any apprentices. In London only the sale of farthing and half-penny loaves was allowed.

Bakers were not permitted to sell bread from their own premises, but only on public markets. Once a month, all bakeries were inspected by assayers to see if quality and weight were up to standard. In time, bread-deliveries began, first by old and often decrepit bread-women who carried loaves to people's doors, receiving for their pains thirteen loaves for the wholesale price of twelve - the origin of the 'baker's dozen'. After the Great Fire of London in 1666 it was the bakers, one of whom was thought to have been the cause of the conflagration, who were subjected to the strictest fire-preventive regulations. They were forbidden to bake at night or to use straw, fern or stubble as fuel. Inn- and hostel-keepers were no longer allowed to bake their own loaves.

English bread has never been much esteemed by comparison with the Continental product. It has always lacked variety, good texture and flavour. Whereas the French baker thought nothing of preparing perhaps ten different kinds of loaves and, say, fifteen different kinds of rolls, the English baker has been content with a humdrum loaf - from the coarsest rye 'horse-bread' of Chaucerian times to the often uninteresting loaf of today. This may sound like a modern opinion, but it is not. In 1665 Samuel Pepys reported on how he attended, for the first time, a meeting of the Royal Society, and listened to 'very fine discourses and experiments....amongst others a very particular account of the making of the several sorts of bread in France, which is accounted the best place for bread in the world'. This particular discourse, we know from Birch's "History", was in fact 'Mr. Evelyn's paper, entitled "Panificium"; or the several manners of making bread in France, etc., where by general consent the best bread is eaten'.

Doubtless the French insistence upon really new, fresh bread accounts for much of the British delight in its quality: all bakers bake twice daily there still and no self-respecting housewife would serve bread baked the day before its use. Indeed for some three centuries British bread has been maligned, both by natives and foreigners alike, justifiably or not is perhaps a point of argument, although it is the case that in the eighteenth and early nineteenth centuries, long before the invention of roller mills within the reach of all, bakers and millers were periodically accused of almost every possible fraud upon their customers! The adulteration of coarse flour with alum to make it whiter was a common practice. One vehement pamphleteer went so far as to accuse bakers of whitening their flour with ground-down human bones!

In 1887 Sir Henry Thompson, an eminent doctor and expert on diet, was complaining that bakers' bread was both unpalatable and indigestible: he did not suppose that any 'thoughtful or prudent consumer would, unless compelled, eat it habitually'.

Perhaps it is not without significance therefore that the most popular bread bought today is of Continental origin ; French long loaves, Vienna rolls, Croutons, cinnamon rings and the like.

Between 1200 and 1700 to have white bread made from wheat regularly in an English house indicated wealth and substance. Five hundred years of associating fine soft white bread with affluence and a high social level have left a legacy of generally wanting bread as white as possible - a legacy which present endeavours are trying to shake off, but without much success. With the coming of the eighteenth century the demand from town-dwellers for a whiter loaf was so great that bakers resorted more widely than ever to the practice of adding alum, chalk or ammonium carbonate to their flour. People wanted white bread, cheap, and of a standard weight. In 1870 came the huge steel roller mills to deal with hard American wheat: they produced the whitest flour yet seen, but separated it from the bran and wheat germ. At the turn of the century came the bleaching agents and chemical 'improvers' that are now widely used to treat modern flour.

Synthetic flour additives apart, in the actual processes of baking modern bakeries leave nothing to chance, as of old. The dough is raised mechanically, instruments measuring its rate of rise and the progress of the actual baking. The main advance in baking to be seen recently is the rapid cooking of loaves by high-frequency heat waves which take only a matter of a few minutes to complete the baking. However, this method still leaves something to be desired in the matter of producing an attractive crust to the loaf.

But however baked and of whatever origin - sweet or salty, crumbly or stiff, enriched or plain, brown or white, maligned or praised, bread remains the most widely consumed food of mankind. Bread is still life.

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SOME DELIGHTS FROM BRIDGETON CROSS

Jeeso der dego

Forte la-ries inaro

Desno la-ries desis trux

Fula coosn hensn dux

Wint erskum desno asphel

An Josisnisis frosaswel

Josisfrosisnosis kintit

Wint ersdiabolic intit?

A 'translation' will be found on Page 34.

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Bath-time

Scale of charges seen outside a car-wash :

Cars	:	45p.
Vans	:	35p.
Old Age Pensioners	:	25p.

Q U I Z .

1. Where in Scotland was John Paul Jones, the founder of the U.S. Navy, born?
2. Name the vitamin necessary to assist bone growth.
3. What is a Kerry Blue?
4. He was born in 1892, in Spain, and given the name Francisco Bahamoude. Who is he?
5. What is a speleologist?
6. What name was given to the chief ruler and magistrate of Venice when that city was a republic?
7. Who said of himself, "I am a Bear of Very Little Brain and long words Bother me", and who was his creator?
8. Which country is ruled by Prince Franz Josef II and where is it?
9. Where, in the British Isles, is a judge known as a 'deemster'?
10. What is the origin of Mark Twain's pen name?
11. A Polish sailor, whose name was Josef Korzeniowski, became a British novelist. Who was he?
12. What is a planchette?
13. Name the smallest living bird.
14. What was the value of a bawbee?
15. Which is the smallest republic in the world?
16. Which king referred to his wife as 'The Flanders Mare', and who was the queen?
17. What is regarded as one of the world's most beautiful buildings was built by Shah Jahan. Which building is it?
18. What was the Great Trek?
19. What would be the 'link-word' between 'numismatist' and 'noble'?
20. What do Dorset Blue Vinny and Double Gloucester have in common?

(Answers on Page 34)



Mr. W.S. Mitchell, Catering Officer, is seen here presenting a wall-plaque to the pupils of Primary Seven, Sandhaven School, Fraserburgh, Aberdeenshire - his old school - during a visit there at the end of February. Seen with Mr. Mitchell and the pupils is Mr. Eric Taylor, the school's Headmaster.

The last coal-fired tug in Scotland was broken-up in March (1974) at Bridgeness, on the Firth of Forth.

The "Kerse", built in 1923 at Leith, spent her fifty years of service on the Forth under the ownership of the Grangemouth and Forth Towing Company. The tug was 110 feet long, 24 feet in breadth and, with a gross tonnage of 213, could handle ships of up to 22,000 tons.

One of the oldest shipping companies in Great Britain, the Donaldson Line, of Glasgow, founded in 1854, ceased their shipping operations and closed their Glasgow and Greenock offices on 31st March, 1974.

The closure of the offices followed the discontinuation last year of the ship container service between the Clyde and North America, run jointly with the Head Line of Belfast.

The following ghost story, contributed by Mr. J. Robertson, first appeared in 1901 in the Gallowidian, a publication produced in Galloway, in the south-west of Scotland.

A GLENKENS GHOST

In the north of Kirkcudbrightshire, in the beautiful district of the Glenkens, on the banks of the Ken, nearly opposite the village of Dalry, but on the other side of the river, stands the fine mansion house of Glenlee Park, at one time the residence of Lord Glenlee, one of the Judges of the Court of Session. Silent and solitary and untenanted for years now, except for a caretaker, this eligible residence has the reputation of being haunted by a lady who walks about dressed in grey silk.

There are various accounts of her appearance to different inmates of the house, and those of quite recent date, and at a time when owing to the advances of science and modern thought, the faith in such apparitions was by no means so general as it was even fifty or sixty years ago.

Mrs. S., who is still alive, tells how the grey lady appeared to her one evening as she was sitting in front of her dressing-glass, waiting on her maid to come and do up her hair. While looking into the mirror she became aware of some one or something behind her and then saw a lady enter by the door of her room, pass across the floor, and disappears through a door which communicated with a dressing-room. As the house was full of company at the time, she wondered whether some of the strangers had mistaken the way to her room, but she waited in vain for her return and just as she was thinking of going to explore the mystery, it occurred to her that there had been no sound of doors opening or of footfalls on the floor, nor was there any sound in the direction in which the lady had disappeared, and finally it struck her that the lady was not dressed like anyone in the house. All this passed through her mind in less time than it takes to tell it, and when examination was made for this strange and unaccountable lady she was nowhere to be found.

Meanwhile, I must inform the reader that Mrs. S. at this time knew nothing of the ghost story connected with the Park and so she said nothing of the apparition which had disturbed her for fear of being laughed at, but she could not get the affair out of her mind. Some time afterwards she was calling at K----- Castle and inquired of the lady of the house whether there was any story of Glenlee being haunted or whether anything had ever been seen there of recent years. Lady G. replied that Lady Ashburton was said to walk about in a grey silk dress and that some even reported that they heard the rustle of it as she passed on her ghostly way. Mrs. S. recounted her experience to Lady G. and the apparition, so far as she could remember details, agreed generally with the accounts which Lady G. had formerly heard, but Mrs. S. could not say that she had heard any sound. Indeed, it was when the absence of sound occurred to her that she first thought the affair peculiar and the after-events impressed it upon her mind that whoever or whatever she had seen it was no-one residing in the house or about the place at the time. It was thus she became anxious to know whether there was any story of the place being haunted or anything that could account for the extraordinary apparition which she had seen, or whether she were the victim of some hallucination - a thing which she had never in her life experienced anywhere before. On another occasion Mrs. S. was sitting up with Mr. S., who was seriously ill, and during the night a kind of rap was heard on the door or about the door which roused her to go and see what it was. Upon opening the door, a face stared at her but spoke not and passed silently along the dimly-lit corridor out of sight.

While C-pt-n C---k K-----y was a guest at Glenlee, before going off to some entertainment one evening, he ran up to his bedroom for something or other and to his surprise there was a lady standing at his dressing-table putting some finishing touches to her toilette. The gallant c-pt-in withdrew, thinking that some of the ladies in the hurry of the moment had gone into the wrong bedroom. When he came down again they were all upon the point of departure and called to him to come along, but before getting into the carriage he said, "You have forgotten one of the ladies". "Oh, no!" they said, "everyone is here and but for your lingering we should have been off". "Are you sure?" he queried, and

when they replied again that everyone was there he told them what he had seen. But again that strange lady whom the C-pt--n found so unexpectedly at his dressing-table was never accounted for.

One evening at dark the butler was hastening down the avenue on some errand to the lodge-keeper's when suddenly a lady hurried past him and as he heard nothing but a faint rustle as of her dress or the faint flickering of the remaining autumn leaves in the breeze overhead. As it was at a time when all the ladies were supposed to be indoors, curiosity piqued him to follow her and watch her movements. She hurried on without once looking round and finally disappeared through a disused cellar door which he knew to be locked and rusted from want of use. Not till then did it strike the butler that there was anything uncanny about the lady that had hurried past him in the gloom of the evening. At the end of his quest his feelings may be better imagined than described. The shock, indeed, was so great that the poor man was not quite himself for a considerable time.

There is also another curious story connected with the place which the lady of the house told to some friends, through whom it came to me, and is, therefore, well enough authenticated. A gentleman who was visiting at Glenlee, on looking over some family photographs, picked out one and said, "This gentleman came into my room this morning before I was up and dressed his hair with my brush and comb." They replied that this was impossible because he had been dead for some time. The gentleman, however, persisted in his statement, saying, "I could not be mistaken as it was broad daylight and I wondered at him doing it, but said nothing and he soon retired. I saw him so distinctly that I would know him again anywhere."

A gentleman, too, whose name I forget, after staying at Glenlee all night, declared his determination of going off next morning in spite of all entreaties to prolong his visit, saying that nothing would induce him to stay another night in the house. His room had a comfortable, cheery fire when he went up to bed and he lingered a while enjoying the warmth and toasting his toes over it before going to bed. He had not been told anything uncanny about the place and so his mind was not in any way prepared to see ghosts as may sometimes be the case and I am not prepared to say that the expectation or the knowledge that something may be seen may not occasionally prove the truth of the adage - "The wish is father to the thought."

But in this case the mind was unprepared and, yet, as he looked around the room, a sort of eerie feeling took possession of our guest. He wondered at it himself; but, as the windows rattled in the blast and the rain lashed against the panes, he somehow wished himself at home. Everything was comfortable enough, however; the bed looked inviting and he prepared to commit himself to the arms of Morpheus and thus banish all depressing thoughts and feelings until daylight. He soon grew drowsy and the fire glimmered before his eyes and seemed to go out, or he went to sleep for a little, but by-and-by he awoke again. He had not slept long, he was aware, as there was still a faint glimmer of light from the embers of the decaying fire, but something seemed to be between him and the fireplace. He could not see the fire and, rousing himself, he distinguished in the faint light the form of a lady as if bending over the embers and whether it was his movement or what he never knew, but she suddenly turned round as if something had attracted her notice towards the bed and, making a step or two forward, she glared at him with such a distorted countenance which once might have been beautiful but was hideous now with the expression of all the evil passions personified. He was so horrified that he lost consciousness and when next he awoke to his great relief the sun was shining through the blinds and some birds were twittering in the eaves - most welcome sounds. He got up hastily and dressed, for now his only anxiety was to get out of this room into the fresh air and away from the house where he had had such a disagreeable experience. Nothing could have induced him, he said, to spend another night in that room; and so, making the best sort of excuse he could, he went off after breakfast, fully resolved never again to remain overnight at the Park.

No satisfactory explanation of these unpleasant experiences has ever been established although, I believe, they even had a detective at one time to try and find some tangible cause for the annoyances experienced from time to time by various inmates of the house. Mr. Blacklock, in his notes on 'Twenty Years

Holidaying in the Glenkens', merely mentions the fact of the Glenlee ghost and adds that Lady Ashburton was said to have poisoned her husband, who was afflicted with the 'morbus pediculosis' and so "little wonder she was anxious to get rid of him", says the writer of the notes. "Whatsoever a man soweth, that shall he also reap"; and I have heard a further tradition that her butler poisoned her in turn in order to possess himself of some valuables belonging to Lady Ashburton which he coveted.

I may add, in conclusion, that none of the stories here narrated have ever appeared in print that I am aware of, but they are for the most part well authenticated and I have heard some of them almost direct from the parties who had had the unpleasant experiences at the Park. Some of them must have leaked out, I fancy, more or less, for it seems that no one is eager to tenant this beautiful residence. The present proprietor never comes near it and the ghost and the caretaker have been its sole inhabitants for several years. The disturbances are chiefly connected with the old part of the house, with the bedroom and dressing-room previously mentioned, which seem to be the chief haunts of this, as yet, unlaidd ghost.

Theodore Mayne.

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The following 'poetic telegram' was sent to Captain Hocking, m.v. "Cape Wrath", when that vessel was in Australian waters in the early part of the year. Although unsigned, Captain Hocking thinks that it was probably sent by a lady passenger who had earlier been waiting on Christmas Island for two months for a passage to Australia - having been delayed on the Island by prolonged bad weather. The ship left Christmas Island on 6th February and arrived at Port Lincoln on the 15th of that month.

THE PIRATES OF PENZANCE - HAPPY VALENTINES DAY

We waited for weeks while you drifted,
Then at once, when the weather had lifted
With incredible haste
And no time to waste,
With six holds of rock we were shifted.

We chugged along - slowly at first,
'Tho' the wind, swell and clatter we cursed
and day after day,
'Tho' not feeling gay,
Watched the crew quench a helluva thirst!

We are grateful you found land at last,
'Tho' she bucked as round Leeuwin we passed.
We've had some sunlight
And crossed a calm Bight;
PLEASE, get us to Port Lincoln fast!

Our Reporter on the "Baron Wemyss" has provided us with the following account of some recent football activities involving members of that ship's company.

THE BARON BOYS

With the World Cup fast approaching, I thought that readers may be interested to hear of the prowess of an Anglo-Scottish team, at present involved in the international scene.

The "Baron Wemyss", having spent thirty-two days on the Australian coast unloading some of our cargo of timber, assisted by our colonial friends, and there yet being two unloading ports outstanding, money was getting short, the pound was falling rapidly and then, someone bought a football!

We were in Melbourne at the time when the idea of a football team took root. The local padre was asked if he could possibly arrange a match for us and as is generally the case, this was easily arranged for, on this occasion, a German ship which was in port was in the market for a game. The date, place and time were arranged and the Mission 'bus collected our team - and half the refreshments! - on the said night.

The team entered the field amidst a barrage of German comments, luckily in German, and the German team turned out in strips and boots whilst the Baron Boys were fitted out in S.S.M. grey or green and various other articles of attire. The lack of strips did not affect the standard of play at all and the Boys managed to scrape through with a 5 - 1 victory, the Germans failing to make the score-line a little more respectable when they missed a penalty awarded them at the expense of our centre-forward.

Our second public appearance was a home game (as this is what we now termed Melbourne) against a New Zealand ship. This time, however, the result was not so favourable; we went down 1 - 0. The only goal was scored in the first half. In the second half they were shut out from the action. We failed to score in the second half probably as a direct result of the mysterious disappearance of our 'star' centre-forward. This meant playing the substitute and reorganising our team tactics. All that can be said of this disappearance is that it may have had something to do with the fact that Newcastle's game was on the telly. After the match we swallowed our pride - together with other things - and had a grand social evening, first on their ship and then on ours.

Our third match was arranged in Whyalla against Steel United which, incidentally, is a team with its own first, second and third teams, its own ground and clubhouse bar. Everyone realised that this game would call for much more mental and physical preparation, and also a good deal of respect. This is where our ship's Captain came in - even although he had repeatedly been refused entrance to the team as it was felt that our goaly was sufficiently capable. Captain Innes called the team together and said he would donate half the cost of a set of strips and shorts if the bars produced the other half. Shoppers were sent up the road and the team was fitted out in orange and white and on the Saturday night went into training.

On the Sunday afternoon the team looked like a team and they played like one as well. Steel United scored the first goal but the Baron Boys came right back with a brilliant equaliser. Then United scored again and it was half-time. The Boys were beginning to feel the pace and thought that perhaps the training session the night before had been too heavy. In the second half both sides changed keepers but, unfortunately for us, our opponents were much fitter and lasted the pace better. The final score was against us but everyone enjoyed themselves, including the supporters, for there was no fighting or bottle throwing in the stands!

The team wish to take this opportunity of thanking Captain Innes again for his donation and encouragement. I know that in future the strip will be well used to further the cause of international football.

Your "Baron Wemyss" Reporter,

Earlier editions of TRIAD have occasionally included railway-orientated articles, but in each case the railway described had been built for the express purpose of forming a vital link in the transport of a commodity from source to point of shipment and therefore having a direct connection with Shipping. Three which spring to mind are accounts of The Quebec North Shore and Labrador Railway (TRIAD No. 2, October, 1968) hauling iron ore from the Ungava to Seven Islands, the narrow-gauge railway on Nauru, used to transport phosphate from the phosphate fields to the drying and storage bins at the shipment cantilevers (TRIAD No. 3, Winter 1968/69) and the Malmbanen (TRIAD No. 10, Autumn, 1970) which carries huge quantities of iron ore from the deposits in northern Sweden to Narvik.

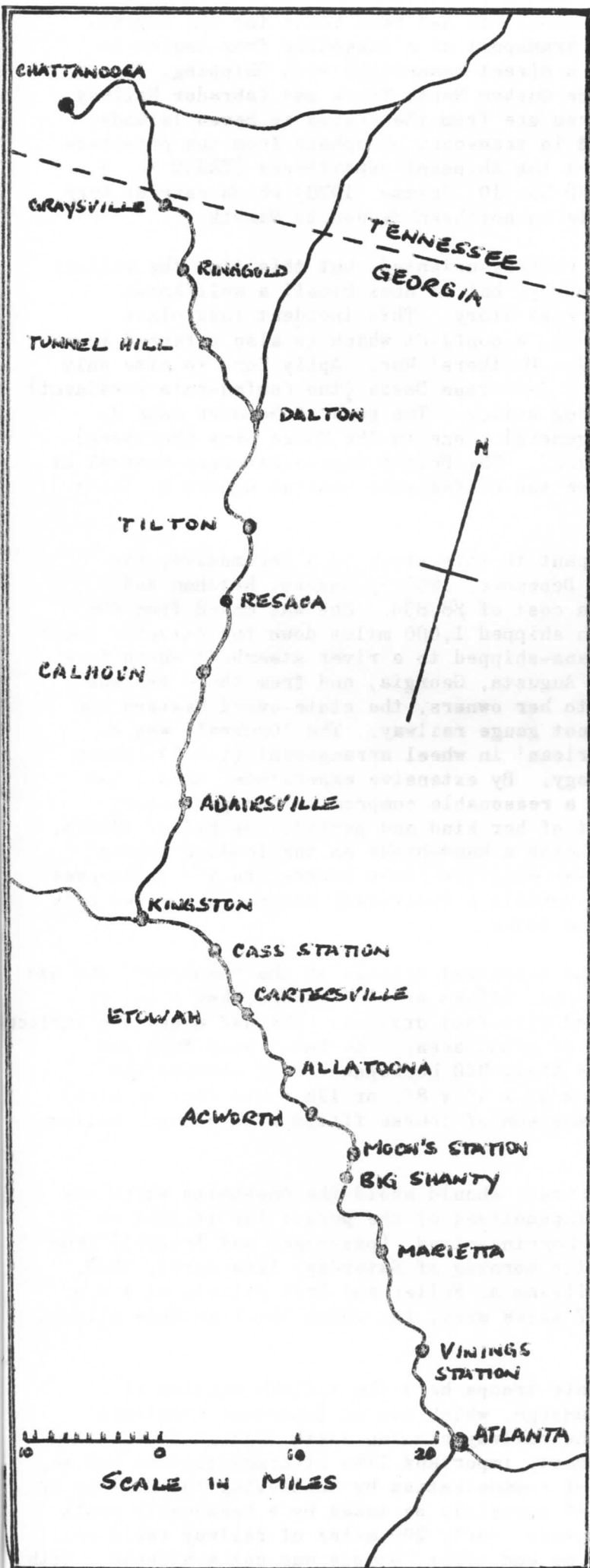
The following article is entirely railway-oriented, but this time the railway in question has nothing to do with Shipping, but it does recall a well-known incident which provides material for a good story. This incident took place during the American Civil War (1861-1865), a conflict which is also referred to as The War Between the States or, aptly, The Brothers' War. Aptly for, to cite only one or two examples, Abraham Lincoln and Jefferson Davis (the Confederate President) both had in-laws fighting in the opposing armies. Two sons of Senator John J. Crittenden attained the rank of major-general - one in the Union Army (Northern) and one in the Confederate Army (Southern). The United States Attorney-General at that time, Edward Bates, had a rebel son and Confederate General Robert E. Lee's nephew joined the Union side.

The best-known, non-human participant in this story is a locomotive, the 'General'. The 'General' was built in December, 1855 by Rogers, Ketchum and Grosvenor at Paterson, New Jersey, at a cost of \$8,850. She was moved from the factory to Jersey City by rail and then shipped 1,000 miles down the Atlantic coast to Savannah, Georgia, where she was trans-shipped to a river steamboat which took her 120 miles up the Savannah River to Augusta, Georgia, and from there she was railed 170 miles to Atlanta, Georgia, to her owners, the state-owned Western and Atlantic Railroad of Georgia, a five-foot gauge railway. The 'General' was a typical pre-Civil War locomotive, 'American' in wheel arrangement (4-4-0), fancy in decoration and primitive in technology. By extensive experience, this 4-4-0 wheel arrangement had been found to be a reasonable compromise for passenger, freight and shunting duties. Like most of her kind and period, she had no brakes, the only stopping, or holding, effort being a hand-brake on the leading tender truck. To stop the 'General', the driver whistled 'down brakes' to the train-crew behind, who then applied each trailing vehicle's individual brakes, or hauled back on his manual, or 'Johnson Bar', reverse lever.

For those readers interested in the technical details of the 'General', she had 15 x 22 inch cylinders, exerted 32,000 lbs. effort on her drivers, had a boiler pressure of 140 lbs. per square inch and five-foot drivers. She had a heating surface of 819 square feet and 124 square feet of grate area. She burnt wood fuel and could, under normal conditions, produce about 300 horsepower. In service she burned a cord of wood (equalling a stack 4' x 4' x 8', or 128 cubic feet in size) every 33 miles. Being a wood-burner, she was of course fitted with a huge, balloon smoke-stack.

Pure chance dictated that the 'General' should avoid the anonymity which was the lot of about 25,000 American-type locomotives of the period for it just so happened that she was assigned to the 'Morning-mixed' (passenger and freight) from Atlanta to Chattanooga, Tennessee, on the morning of Saturday, 12th April, 1862. The train was in charge of Conductor William A. Fuller and left Atlanta at 4 a.m. that day on the run to Chattanooga, 137 miles away, for which the timetable allowed 11 hours, 40 minutes.

At this period of the war Confederate troops held the eastern section of Tennessee, including the city of Chattanooga, which was an important strategic point. Confederate soldiers guarded the railway running north through Georgia and on to Chattanooga for this was an extremely important line of communication and so, if Union forces were to cut this line of communication by destroying the railway or sections of it, Chattanooga could almost certainly be taken by a reasonably small force of Union troops. However, to capture nearly 200 miles of railway would call for a good-sized army which, at that time and place, simply was not available. With this situation much in mind, a Union scout named James J. Andrews approached the Union commander in central Tennessee, General O.M. Mitchell, for permission to lead



24 Northern soldiers south into Georgia, capture a train and then burn the bridges on the Georgia Railway, thereby cutting off Chattanooga from the south. After some demur, General Mitchell agreed to the release of 24 men, all volunteers. The nature of the mission was disclosed to the men by Andrews, who at the same time pointed out that they might be shot or, if captured, hanged. They were to wear Confederate uniforms and carry no arms except a revolver and bowie-knife each. From their camp they were to go to Chattanooga on foot and there board a train heading south towards Atlanta. They were to leave the train some miles short of Atlanta at a town called Marietta and there book rooms in the hotel. If questioned they were to explain that they were Kentuckians going to join the Confederate army.

Arrangements were made to meet Andrews in the hotel during the early hours of the 12th April and at the agreed time 19 of the 24 appeared. Of those missing, one had been delayed by a train wreck, two failed to join the main group because of a misunderstanding and two were obliged to enlist in the Confederate army! In the early hours the 20 men were at the railway station awaiting the arrival of the northbound train, due out of Marietta about 5.15, each having bought a ticket for a different station along the line in the direction of Chattanooga.

It is here that the two main groups in the story - Andrews and his men on the one hand, and the train under Captain Fuller - come together with the Raiders joining the train. The next station to the north was Big Shanty, now called Kennesaw, where a 20 minute stop was scheduled for breakfast and where Andrews planned to capture the train. He had chosen Big Shanty for it was a small place with, as he thought, few people about. Therefore, his dismay and that of his men can be imagined when they discovered that right beside the station was an encampment of 3,000 Confederate soldiers (Camp McDonald) meaning they would have to capture the train within full view of the enemy! The train stopped at the station and the driver, fireman and conductor, together with the passengers, hurried into the restaurant, about forty feet from where the train was standing, for breakfast. Andrews and his men hung back, except for two of the number who were to act as driver and fireman. Unobserved, these two went forward and uncoupled the 'General' and the three leading cars behind the tender, these being empty. Meantime, the remainder of the party stood around, hands on revolvers, and shielded the two from Confederate sentries stationed along the line. After uncoupling the train, the two men jumped up onto the locomotive while

the others jumped into the cars, one of them shouting to nearby Confederate troops that they were simply moving the cars into a nearby siding and would soon return. Andrews gave the signal to start and, in his excitement, the driver opened the throttle wide, resulting in violent wheel-spin. Suddenly the wheels gripped the rails and, with a jerk that threw everyone off their feet, the train moved off. Hearing the engine starting, the regular train-crew came running out of the dining-room shouting to the sentries to stop the thieves. The thought at that moment was that the thieves were deserters from Camp McDonald.

Andrews and his men had succeeded in capturing the train, now all that remained was to run it through many miles of enemy-held territory and past any trains it might meet on the way (the line was single-tracked all the way, with passing loops at stations). The first priority to achieve success was to prevent news of the capture being sent north up the line. There was no telegraph office at Big Shanty but there was one at Marietta, just south of Big Shanty. So, after a quick four-mile dash to the north, the 'General' was stopped and one of the party climbed a telegraph pole to cut the wires. At the same time others of the party tore up one of the rails behind them and loaded it into one of the cars and also took aboard some dry sleepers to be used later in burning bridges, of which there were fifteen between Big Shanty and Chattanooga. Then the train was restarted, stopping soon after at a station to take on water and wood. The agent at this station was informed by Andrews that they were a special train assigned to carry gun powder to General Beauregard's headquarters at Corinth and Andrews then insisted on the agent giving him a switch key and to instruct all southbound trains to clear the main line and so give the 'General' a clear road to Chattanooga and Corinth. Andrews' authoritative tone impressed the agent who complied with his orders and so the raiders continued north. The next station was Etowah where an elderly engine, the 'Yonah', lay with steam up on a siding. The Union driver of the 'General' wanted to stop and put the 'Yonah' out of commission but Andrews insisted on pushing ahead, which was to prove an unfortunate decision from Andrews' point of view. At Kingston, 30 miles north of Big Shanty, the raiders halted and the station agent advised that a southbound freight was due soon. Andrews therefore ran his train on to a siding to wait this train's passage and the wait seemed interminable. Eventually the freight steamed in but from the caboose (brake van) flew a flag, indicating that another southbound train was following behind.

Andrews tackled the man in charge of the freight train, saying that he must have the use of the line north to get the powder through to General Beauregard but the freight conductor replied that Union troops had captured Huntsville, 30 miles from Chattanooga, and that a number of trains were being run south out of that city to clear stores and so prevent their capture. When the second train arrived it too flew a flag indicating a following train so that, in all, the 'General' was delayed at Kingston for over an hour. After leaving Kingston, the Raiders stopped about a mile north to cut wires and prise up a running rail and, whilst busy at this, they heard a whistle from the south, indicating that the chase was on! Without further ado, they reboarded 'General' and set off as quickly as possible. The next station was Adairsville, where an express and a freight were waiting, with another express due from Chattanooga. With his pursuers hot on his trail, Andrews could not wait for this second express to reach Adairsville and so gave orders to carry on at full speed and hope that the next siding was reached before they met the express. Wood was piled into the firebox and the 'General' covered the next nine miles in nine minutes, arriving at the next station, Calhoun, just as the express was about to start. Hearing the 'General's' whistle, the express driver reversed his train to let the 'General' on to a side-track but, being suspicious of the 'General', then halted his train across the end of the siding and refused to move until his questions were answered. Such a situation demanded forceful action, which Andrews took. He drew his pistol on the express driver and claimed he would shoot anyone who prevented him getting the powder through to General Beauregard. This threat had the desired effect for the express was shifted and the 'General' continued on her way. Beyond the next station, Resaca, more wires were cut and attempts made to remove a rail. However, again a whistle was heard and as the 'General' moved off an engine crowded with Confederate soldiers came into view and bullets started to fly.

At this point we will leave the 'General' hurrying north ahead of her pursuers and return to Big Shanty to find out what happened there when the train was split and the 'General' captured. Seeing his engine and three cars disappear and without any form of vehicle in which to chase, Conductor Fuller and a man called Murphy started running, accompanied by many laughs at the idea of chasing a locomotive on foot! However, within half a mile they found a hand-car on a siding, put it on the

main line and started off, pumping the hand-bars furiously. Near Etowah they came across the first broken rail and, travelling at a considerable speed, the hand-car left the rails and rolled down an embankment. Although considerably bruised, the two men re-railed the hand-car and carried on - now keeping a wary eye for further track breakages. When they reached Etowah they too spotted the old 'Yonah' which Andrews and his men might have disabled. Instead, Fuller, Murphy and a group of soldiers commandeered the engine and set off for Kingston. Fuller knew of the south-bound trains in and near Kingston and hoped to overhaul the 'General' there. However, Andrews had left Kingston only four minutes before 'Yonah' arrived and, as the main line was blocked by the freight trains, Fuller and his men abandoned 'Yonah' and, rushing to the most northerly of the waiting trains, uncoupled the engine, the 'William R. Smith', and one car, took aboard forty soldiers and resumed the chase. North of Kingston the 'William R. Smith' came on another rail torn up by the raiders but, spotting it in time, the engine was thrown into reverse (it, too, was devoid of brakes) and stopped in time. However, the gap was too great for the engine to jump, so there was nothing for it but for the men to resume the chase on foot. The soldiers decided against this and gave up, but Fuller and Murphy grimly carried on. Before long they met a southbound train hauled by the engine 'Texas' and, on being told of the 'General's' escapade, the train crew immediately uncoupled their train and, with soldiers travelling as passengers together with Fuller and Murphy, all crowded into the engine's cab and off they went, in reverse, in hot pursuit. At Adairsville the locomotives were only a few minutes apart and it was here that those on the 'Texas' spotted Andrews' men trying to lift a rail. Had they succeeded in removing that rail Andrews was confident they could achieve their objective and proceed north more or less at their leisure, burning wooden bridges and trestles as they went. But the rail was obstinate and they lacked the proper tools for their purpose. The iron bar they were using bent but the spikes held and as they were greeted by a hail of bullets they made good their escape, leaving the rail in place. If they could just gain a small lead, they might be able to set fire to the Oostinacula Bridge. In an endeavour to block the 'Texas', Andrews uncoupled the rear car and left it standing on the main line. However, 'Texas' merely pushed it ahead and, at the next station, shunted it into a siding. This act on Andrews' part was partially successful, however, for it did give him time to stop further up the line, take water and cut wires. But the Confederates pressed on and continued to gain on the 'General' so the rebels crowded into the leading car and dropped the second, at the same time throwing sleepers down onto the track. Again they gained some extra time and distance, taking water and wood at the next two stations and cutting more wires. They also halted twice to lift rails but each attempt was frustrated by a hail of bullets. By now heavy rain was falling and this thwarted their efforts to fire the bridges. Their followers gained mile by mile and Andrews' chances of winning the day were dwindling fast, but attempts continued to be made to stop the 'Texas'. Near a curve a spare rail was spotted and this was placed on the track in such a way as they hoped would derail the 'Texas'. However, in spite of striking this rail at speed, the 'Texas' held the track, thus sealing Andrews' fate.

Perhaps there was one more chance of stopping the pursuers. Ahead lay a wooden covered bridge, so all available wood was stacked in the one-remaining car, drenched with oil and ignited. With doors open, the draught created soon set the wood and the car itself, which was of wood construction, ablaze and the burning car was dropped in the wooden bridge in the hope that an impenetrable fire barrier would stop the 'Texas'. At this time the 'General' had barely sufficient boiler pressure to reach the next wood-yard. The Confederate engine plunged into the burning bridge and emerged from the other end pushing the blazing car before it. This it pushed to the next siding, shunted it out of the way and resumed the chase, which was by now all but over. Short of fuel, boiler pressure almost gone and no time to replenish, Andrews stopped the 'General', set it in reverse in the hope that it might run back and collide with the 'Texas', and with his men leapt off and ran for cover. This was two miles north of Ringgold, near the Georgia-Tennessee border and some 20 miles short of Chattanooga.

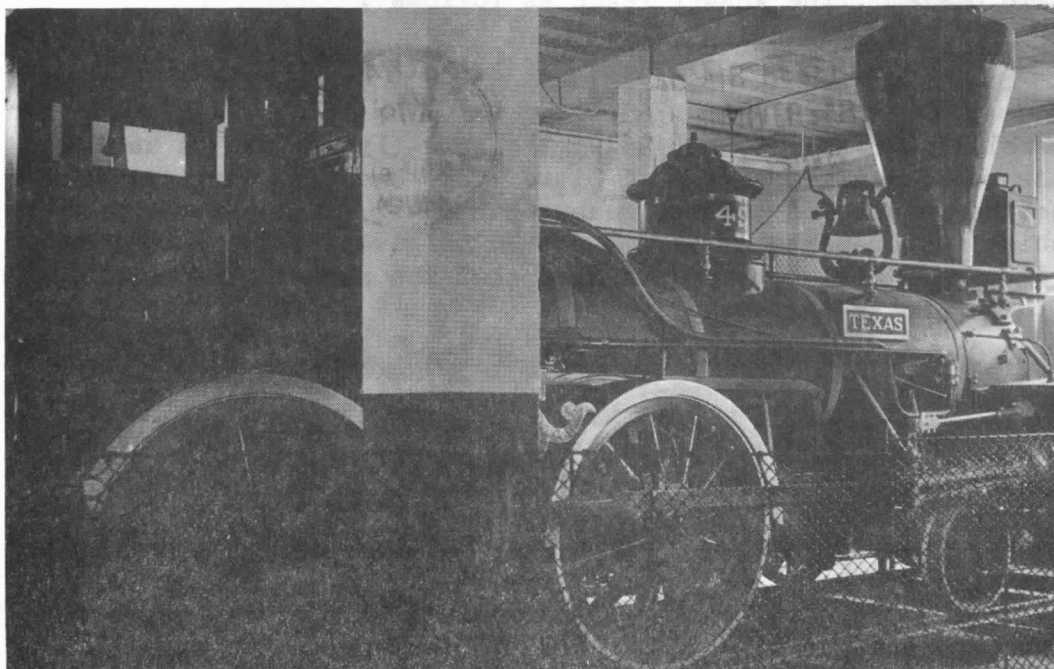
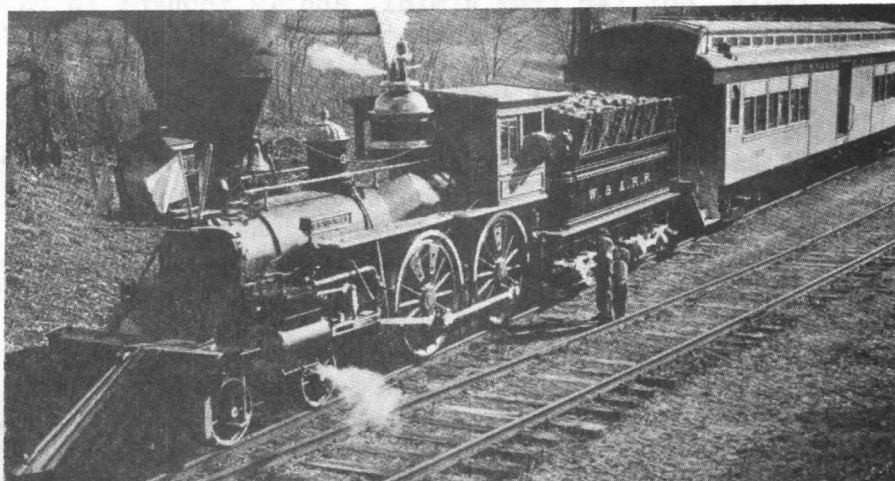
Seeing the 'General' moving towards them tender-first, those on the 'Texas' stopped their engine and then moved back until, boiler pressure gone, the 'General' came to a halt. So ended, after eight hours and 87 miles, the chase by rail, but the Confederates continued to chase Andrews and his men on foot and, with the aid of dogs, the raiders were all captured. Andrews and seven others were hanged and of the rest eight managed to overpower their guards and escape to Union lines. The remainder were held prisoner until the following year when they were exchanged.

This episode of the Civil War generates many 'ifs'. If Andrews had been persuaded to disable the 'Yonah' and so deny Fuller a means of pursuit early in the chase....If that Saturday over 100 years ago had been dry instead of wet and so increased the likelihood of the bridges burning....If Andrews had succeeded in his mission and Union forces, through his act, had been able to occupy Chattanooga on or about the 13th April, Knoxville the following day and from there on into Virginia to attack General 'Stonewall' Jackson's armies in the rear, it has been suggested that the war might have been shortened by two years. But then, life is composed of a great many 'ifs'. One thing is certain, however; the real heroes of the story are Conductor Fuller and Murphy for without their initiative, stamina and determination Andrews would almost certainly have succeeded.

In conclusion, the question might be raised why the 'General', rather than the 'Texas', was the locomotive that became the chief object of Southern veneration. It was the 'General', after all, which threatened the continued existence of the Confederacy that day, whereas the 'Texas' to a considerable degree contributed to its reprieve. It was the 'General' which was given a place of honour by being preserved at Chattanooga - the city she never reached on 12th April, 1862 - whereas the 'Texas' was given a less conspicuous resting place in Atlanta. At least they have both been preserved. The 'General' was completely reconditioned in 1962 and since then has covered many miles as a living piece of history - not as a wood-burner, however. When reconditioned, she was converted to oil burning.

The 'General'

in her present-day
form



The 'Texas'

as she appears
today in the
Cyclorama at
Atlanta, Georgia

QUIZ ANSWERS

1. At Kirkbean, Kirkcudbrightshire, a small village on the Solway Firth.
2. Vitamin D.
3. A breed of dog - Kerry Blue Terrier - so called because it was originally bred in County Kerry, Ireland. It has a soft, short, blue-grey coat.
4. General Franco.
5. An explorer of caves.
6. The Doge.
7. Winnie-the-Pooh, in the childrens' book of the same name, by A.A. Milne.
8. Liechtenstein, a very small country sandwiched between Switzerland and Austria.
9. In the Isle of Man. It is the title given to the two justices of the Common Law Courts of the Isle of Man.
10. It derived from his job as a river-pilot on the Mississippi - a term meaning two fathoms. His real name was Samuel Langhorne Clemens.
11. Joseph Conrad, born in 1857, died in 1924. He became a naturalised British citizen in 1886.
12. It is a small board supported on two castors and a pencil. When the fingers rest lightly on the board, the pencil is supposed to write words, sentences and messages under a spiritual influence.
13. The humming-bird. The bee humming-bird of Cuba is less than two inches long.
14. A halfpenny (old).
15. San Marino, which is completely surrounded by Italy. It lies in eastern Italy, not far from Rimini, and is thought to be Europe's oldest republic.
16. Henry VIII referred thus to Anne of Cleves, the German princess recommended by Thomas Cromwell.
17. The Taj Mahal, at Agra, India. It was built as a tomb for his favourite wife.
18. It was the migration of the Boers in Southern Africa which took place in the late 1830's. The Boers travelled into the interior and founded the Orange Free State, Transvaal and Natal.
19. Coin. A numismatist is a coin collector and a noble was an English gold coin instituted by Edward III and which continued to be issued until the reign of Henry VII.
20. They are both cheeses.

- - - - -

Mr. John O'Hara, Second Engineer, wrote from the "Baron Dunmore" at Nauru in March pointing out that the answer given to Question 19 of the last Quiz (No. 20) was not strictly correct. He writes as follows :

"To quote the Ministry of Technology, as printed in the booklet entitled 'Changing to the Metric System', the answer reads as follows :

<u>Quantity</u>	<u>Unit</u>	<u>Symbol</u>
Volume	Cubic Metre	M ³

Litre. By a resolution of XII CGPM (1964), the word 'litre' can be used as a special name for the cubic decimetre, i.e. 1 litre = dm³ exactly, but it is not to be used to express the results of precise measurements.

Results of precise measurements of volume should be given in the future only in terms of the m³, dm³, mm³, etc. It is envisaged that the name 'litre' will continue to be used for ordinary purposes."

Our thanks to Mr. O'Hara for keeping us right on this point.

- - - - -

Here's the 'translation' promised on Page 22!

Bless my soul, there they go!
Forty lorries in a row.
Those are not lorries, they are trucks
Full of cows and hens and ducks!

Winter has come and the snow has
fallen
And Josie's nose is frozen as well.
Josie's frozen nose is skinned;
Winter is diabolical, is it not?

M.V. "BARON CAWDOR"

Master	D. Innes
1st Mate	B. Bedworth
2nd Mate	K. Maktari
3rd Mate	J. Philips
Radio Officer	C. Houston
Ch. Eng.	R. Taylor
2nd Eng.	T. Campbell
4th Eng.	H. MacInnes
4th Eng.	C. Smith
Jun Eng.	I. MacPherson
Elect.	A. Durie
Cat. Officer	R. Diamond
2nd Cook	N. Gardner

M.V. "BARON DUNMORE"

Master	P. Hall
1st Mate	D. White
2nd Mate	S. Campbell
3rd Mate	N. Wilson
Radio Officer	J. McCool
Ch. Eng.	F. Hardacre
2nd Eng.	J. Riddle
3rd Eng.	J. Patton
3rd Eng.	I. Macrury
4th Eng.	D. Goodwin
Jun. Eng.	P. Wilkinson
Elect.	J. Parker
Cat. Officer	M. Waters
Ch. Cook	D. Taylor
Nav. Cadet	T. Dunlop
Nav. Cadet	T. Farley
Eng. Cadet	D. Bell

M.V. "CAPE FRANKLIN"

Master	M. Turton
1st Mate	P. Smart
2nd Mate	D. Lloyd
3rd Mate	R. Abercrombie
Radio Officer	J. Donald
Ch. Eng.	D. Chalmers
2nd Eng.	D. Smart
3rd Eng.	R. Kennedy
4th Eng.	W. Keady
4th Eng.	J. McCulloch
Jun. Eng.	A. McLean
Jun. Eng.	E. Cunningham
Jun. Eng.	P. Tunstall
Elect.	A. Fanning
Cat. Officer	J. Blair
Ch. Cook	D. Hardie
Bosun	G. Williams

M.V. "CAPE HOWE"

Master	A. Peebles
1st Mate	M. Smith
2nd Mate	A. Riley
3rd Mate	E. Henderson
Radio Officer	D. Humble
Radio Officer	I. Leese
Ch. Eng.	G. Rowe
2nd Eng.	W. Hughes
3rd Eng.	J. Mathews
4th Eng.	P. Canning
Jun. Eng.	A. Milligan
Jun. Eng.	G. Barclay
Jun. Eng.	B. Chatterjee
Elect.	G. Rowe
Cat. Officer	I. McDonald
2nd Steward	J. McMahon
2nd Cook	J. Harrison

M.V. "CAPE NELSON"

Master	J. Jennings
1st Mate	T. Lloyd
2nd Mate	D. Clarke
3rd Mate	R. Wiggins
Radio Officer	N. Smith
Ch. Eng.	R. Towns
2nd Eng.	D. Smith
3rd Eng.	W. Aubrey
4th Eng.	J. Watson
Jun. Eng.	D. Graham
Jun. Eng.	R. McCluskey
Jun. Eng.	G. Anderson
Elect.	C. McErlean
Cat. Officer	G. Daddy
Ch. Cook	G. Dunn
2nd Steward	E. Kelly
Assist. Steward	J. O'Leary
Bosun	V. Hume
Carpenter	R. Barclay
Nav. Cadet	E. Moodie
Nav. Cadet	J. Dobson
Eng. Cadet	R. Taylor

M.V. "CAPE SABLE"

Master	G. Towers
1st Mate	D. Taylor
2nd Mate	J. Johnstone
3rd Mate	H. Corkhill
Radio Officer	J. Tomlinson
Ch. Eng.	T. Dickinson
2nd Eng.	A. Millar
3rd Eng.	G. Stevenson
3rd Eng.	A. Walker
4th Eng.	E. Carter
Jun. Eng.	R. Frost
Elect.	D. Noble
Cat. Officer	E. McLaughlin
Bosun	E. Jama
E.R.S.	A. Abdi
Nav. Cadet	J. Blance
Eng. Cadet	J. Morrison

M.V. "CAPE WRATH"

Master	C. Strachan
1st Mate	G. Marsland
2nd Mate	J. Anderson
3rd Mate	D. Fitzpatrick
Radio Officer	R. Faulds
Ch. Eng.	J. Cummings
2nd Eng.	J. Versteeg
3rd Eng.	R. Porteous
4th Eng.	D. Moore
4th Eng.	A. Straker
Jun. Eng.	R. Newall
Elect.	C. Matheson
Cat. Officer	J. McGurk
C.P.O.	D. Budd
2nd Steward	R. Van-Mock
Ch. Cook	M. Treanor
2nd Cook	P. Mawston

M.V. "CAPE YORK"

Master	A. McLeod
1st Mate	J. Jenkinson
2nd Mate	R. Richardson
3rd Mate	N. Smith
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
Cat. Officer	J. McDonald
2nd Steward	V. Bettis
Ch. Cook	A. Paterson
2nd Cook	B. Pickles
Bosun	M. Horreh
E.R.S.	M. Hussein Hersi
Nav. Cadet	B. Andrew
Nav. Cadet	H. Hardie

M.V. "BARON RENFREW"

Master	D. Sinclair
1st Mate	P. MacKay
2nd Mate	E. Kanijo
3rd Mate	M. Beeley
Radio Officer	M. Thomas
Ch. Eng.	W. White
2nd Eng.	D. Brown
3rd Eng.	P. Harvey
4th Eng.	P. Knapp
4th Eng.	G. Seymour
Elect.	W. Hornshaw
2nd Elect.	A. Dodds
Cat. Officer	R. Loadwick
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.	S. Buchanan
G.P.1	T. Williamson

M.V. "BARON RENFREW"

(Cont'd)

G.P.1	J. Dunford
G.P.1	H. Sinclair
G.P.1	J. McLean
G.P.1	N. Lillie
G.P.1	M. Wilcox
G.P.1	K. Smith
G.P.3	D. Dove
G.P.3	I. Rodger
P.O.	J. Weir

M.V. "BARON ARDROSSAN"

Master	M. Murray
1st Mate	A. Weir
2nd Mate	M. Bajwa
3rd Mate	S. Hall
Radio Officer	R. MacMeikan
Ch. Eng.	R. Durbin
Ch. Eng.	D. Campbell
2nd Eng.	C. McCrae
3rd Eng.	W. MacDonald
4th Eng.	S. Beeley
4th Eng.	P. Lee
Elect.	J. Leiper
Cat. Officer	J. Campbell
G.P. Steward	A. MacKenzie
G.P. Cook	T. Healey
G.P. Cat. Boy	E. Dorning
G.P. Cat. Boy	G. Howells
G.P. Deck Boy	L. Gentleman
C.P.O.	A. Clarke
G.P.1	J. Challis
G.P.1	C. Doherty
G.P.1	R. Strachan
G.P.1	D. McKay
G.P.1	G. Caldwell
G.P.2	G. McIntyre
G.P.2	M. Wilkinson
P.O.	J. Bailey
P.O.	A. Smith
Nav. Cadet	C. Campbell
Nav. Cadet	M. Donnelly

M.V. "CAPE HORN"

Master	G. Roger
1st Mate	J. Niblock
2nd Mate	N. Frank
3rd Mate	I. MacKay
Radio Officer	C. Ritchie
Ch. Eng.	E. Good
2nd Eng.	I. Procter
3rd Eng.	D. Patterson
3rd Eng.	D. Livingstone
4th Eng.	M. Robson
Elect.	R. Walmsley
Cat. Officer	R. Cathcart
G.P. Steward	M. Bolton
G.P. Cook	T. Meharry
G.P. Cat. Boy	E. Hill
G.P. Cat. Boy	T. Conlon

M.V. "CAPE HORN"
(Cont'd)

C.P.O.	B. Mahoney
G.P.1	J. Russell
G.P.1	T. Coughlan
G.P.1	W. Chisholm
G.P.1	J. Gaffney
G.P.1	P. Shotton
G.P.1	W. Stevenson
G.P.1	W. Bonnar
P.O.	R. Gibson
Nav. Cadet	G. Shearer

M.V. "BARON BELHAVEN"
(Cont'd)

G.P.1	C. Kitt
G.P.1	F. Bryan
G.P.1	I. Davidson
G.P.1	D. Wallerson
G.P.1	L. Baxter
G.P.1	J. Smith
G.P.2	C. Joseph
G.P.2	J. Lovell
P.O.	C. Major
Nav. Cadet	C. Williamson

M.V. "CAPE RACE"

Master	T. Edge
1st Mate	E. Williams
2nd Mate	W. Finnie
3rd Mate	A. Latty
Radio Officer	D. Roche
Ch. Eng.	A. Smith
2nd Eng.	A. Hourston
3rd Eng.	I. Campbell
3rd Eng.	J. Hiseman
3rd Eng.	W. Cassidy
Elect.	B. Hallas
Cat. 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	V. Straker
G.P.1	R. Jankie
G.P.1	R. Manifold
G.P.1	L. Ward
G.P.1	L. Lewis
G.P.1	A. Williams
G.P.2	D. Lochinvar
G.P.2	P. Talbot
P.O.	R. Dow
Nav. Cadet	C. Brown
Eng. Cadet	E. Graham

M.V. "BARON INCHCAPE"

Master	W. Warden
1st Mate	J. Wood
2nd Mate	V. Webster
3rd Mate	H. Hanna
Radio Officer	B. Dodd
Ch. Eng.	B. Denmark
2nd Eng.	D. Drummond
3rd Eng.	D. Dunlop
4th Eng.	G. McPherson
4th Eng.	J. Carlin
Elect.	D. McLellan
Cat. Officer	W. Mitchell
G.P. Steward	W. McIntyre
G.P. Cook	C. Cheetham
C.P. Cat. Boy	C. Lagusz
C.P. Cat. Boy	T. Lamb
C.P.O.	E. Brennan
G.P.1	S. Anderson
G.P.1	J. Docherty
G.P.1	D. Ross
G.P.1	J. Bovill
G.P.1	T. Beecham
G.P.1	G. Hamilton
G.P.1	D. Dalton
P.O.	M. McPhee
Nav. Cadet	J. Campbell
Nav. Cadet	C. Groundwater

M.V. "BARON BELHAVEN"

Master	W. Greatorrex
1st Mate	D. Jones
2nd Mate	N. Lawson
3rd Mate	D. Bramham
Radio Officer	P. Murray
Ch. Eng.	W. Rush
2nd Eng.	W. Adamson
3rd Eng.	W. Green
4th Eng.	J. Kelly
Jun. Eng.	J. Barr
Elect.	W. Lothian
Cat. Officer	E. Trotter
G.P. Steward	C. Johnson
G.P. Cook	F. Scotland
G.P. Cat. Boy	D. Ross
G.P. Cat. Boy	G. O'Donoghoe
C.P.O.	G. Adams

M.V. "BARON MACLAY"

Master	J. Mackay
1st Mate	J. Purdon
2nd Mate	P. Wood
3rd Mate	N. MacKenzie
Radio Officer	L. Anderson
Ch. Eng.	W. Wallace
2nd Eng.	H. Paterson
3rd Eng.	R. Elniff
4th Eng.	D. Thompson
Jun. Eng.	P. Broers
Elect.	F. Shelley
2nd Elect.	A. Manson
Cat. Officer	T. Robson
G.P. Steward	D. Sinclair
G.P. Cook	C. Bain
G.P. Cat. Boy	K. Lambert
G.P. Cat. Boy	J. Moody
G.P. Deck Boy	P. Humphries
C.P.O.	A. Jack

M.V. "BARON MACLAY"

(Cont'd)

G.P.1	T. Mackay
G.P.1	D. Ferguson
G.P.1	K. Weaver
G.P.1	C. Thomas
G.P.1	D. Lloyd-Davies
G.P.1	J. Sewell
G.P.1	A. Dickinson
G.P.3	J. O'Gorman
P.O.	D. Carmichael
Nav. Cadet	A. Allan
Nav. Cadet	B. Sharp
Eng. Cadet	A. Starrs

G.P.1	T. Cockcroft
G.P.1	S. Pyne
G.P.1	G. Butler
G.P.1	G. Fish
G.P.1	J. Esslemont
G.P.3	B. Lambert
G.P.3	R. Barnett
P.O.	T. McQuade
Nav. Cadet	R. Albutt
Eng. Cadet	D. Miller

M.V. "BARON WEMYSS"

Master	S. Readman
1st Mate	P. Dyson
2nd Mate	R. Matthews
3rd Mate	T. Stuart
Radio Officer	J. MacNeil
Ch. Eng.	M. Martin
2nd Eng.	G. Harrison
3rd Eng.	J. Dillon
3rd Eng.	M. Whittaker
4th Eng.	E. Moffat
Elect.	I. Mather
Cat. Officer	R. Kerr
G.P. Steward	J. Anderson
G.P. Cook	R. Kan
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. "CAPE GRANTON"

Master	A. Fraser
1st Mate	C. Lunny
2nd Mate	P. Kinkead
3rd Mate	J. Allan
Radio Officer	D. Hynd
Ch. Eng.	J. Gilmartin
2nd Eng.	C. Richardson
3rd Eng.	L. Speechley
4th Eng.	D. Carmichael
Elect.	R. Loudon
Cat. Officer	W. Hall-Fletcher
G.P. Steward	J. Nitkowski
G.P. Cook	W. Mitchell
G.P. Cat. Boy	G. Fyvie
G.P. Cat. Boy	J. Baillie
C.P.O.	A. MacDonald
G.P.1	D. MacLachlan

M.V. "CAPE LEEUWIN"

Master	C. Maclean
1st Mate	C. MacDonald
1st Mate	S. Wright
3rd Mate	W. McKie
Radio Officer	D. Wilson
Ch. Eng.	J. Cochrane
2nd Eng.	D. Pennie
3rd Eng.	D. Robertson
3rd Eng.	E. Williams
Elect.	J. Wightman
2nd Elect.	J. Richardson
Cat. Officer	J. Clancy
G.P. Steward	P. Bainbridge
G.P. Cook	F. Dalley
G.P. Cat. Boy	D. Burgess
G.P. Cat. Boy	D. Paterson
G.P. Deck Boy	W. Scott
C.P.O.	P. Sharman
G.P.1	W. Bryce
G.P.1	R. Melville
G.P.1	I. James
G.P.1	P. Matthews
G.P.1	S. Henderson
G.P.1	C. Woodward
G.P.1	K. Blacoe
G.P.1	P. Simmonds
P.O.	W. Stevenson

M.V. "CAPE GRENVILLE"

Master	G. Anderson
1st Mate	W. Fleming
2nd Mate	W. Runcie
3rd Mate	M. Barrington
Radio Officer	W. McIlroy
Ch. Eng.	D. Wright
2nd Eng.	D. Morrison
3rd Eng.	R. Smillie
3rd Eng.	K. Graham
Elect.	S. Hill
Cat. Officer	P. Coles
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	M. Boddy

PERSONNEL

(Cont'd)

M.V. "CAPE GRENVILLE"
(Cont'd)

AWAITING APPOINTMENT

G.P.1 A. Thomas
G.P.1 G. Cameron
G.P.1 T. Cox
G.P.1 C. Coull
P.O. E. Gibson
Nav. Cadet D. MacKenzie
Nav. Cadet H. McWilliam
Eng. Cadet A. Samuel

1st Mate T. Walker
2nd Mate H. Miller
3rd Mate J. Paget
" G. McCurdy
Radio Officer A. Kershaw
Ch. Eng. T. McGhee
" J. Crosby
" J. Weir
2nd Eng. G. McEwen
Elect. G. Andrews
" B. Wilson
" J. Hall
2nd Elect. I. Syme
Capt. Officer B. Hatter
" W. Gilmartin
G.P.1 W. Power
G.P.2 G. Finch
2nd Steward A. McCloskey

PERSONNEL NEWS.

Our congratulations to :

Mr. and Mrs. Ian Taylor on their wedding, which took place on 6th April, 1974.

Mr. and Mrs. John Paget on their recent wedding.

Mr. Paul Wood on passing his Mate's Certificate.

Mr. W.O. Lothian on obtaining his Electrician's T3 Certificate on 1st April, 1974.

The following Cadets on being awarded various prizes for work at the Glasgow College of Nautical Studies :

W.M. Moncrieff (2)
D. McClelland
R.J. Macleod
N.A.K. Mackenzie
N.J. Wilson
P.J. Webb
W.N. Sewell

Furthermore, we are very pleased to point out that N.J. Wilson is our first Cadet to succeed in the CNC Scheme.

We were very sorry to learn recently of the death of Mr. Jim Slater, Secretary of the M.N.A.O.A.

AWAITING APPOINTMENT

1st Mate	T. Walker
2nd Mate	R. Mullen
3rd Mate	J. Paget
" "	C. McCurdy
Radio Officer	A. Kershaw
Ch. Eng.	T. McGhee
" "	J. Crosby
" "	J. Weir
2nd Eng.	G. McEwen
Elect.	G. Andrews
" "	P. Wilson
" "	J. Hall
2nd Elect.	I. Syme
Cat. Officer	E. Hutter
" " "	W. Gilmartin
G.P.1	W. Power
G.P.3	C. Finch
2nd Steward	A. McCloskey
2nd Cook	J. Hanna
Bosun	M. Ali

ON VOYAGE LEAVE

Master	A. Sutherland
"	T. Baker
"	P. Cooney
"	F. Dalby
"	G. Downie
"	L. Hocking
"	J. Hetherington
"	A. Hunter
"	B. Lawson
"	P. Richardson
"	I. Tyrrell

" "	J. Jones
" "	N. Walsh
1st Mate	W. Andersen
" "	I. Taylor
" "	G. McGregor
" "	N. Brewer
" "	J. McKeller
" "	A. Michie
" "	I. Wemyss
" "	W. Kean
" "	I. McLean
" "	E. Fowler
" "	C. Pringle
2nd Mate	L. Gilhooly
" "	P. Flynn
" "	J. Melville
" "	J. Gillespie
" "	C. Pyper
" "	M. Roche
" "	R. Tipper
" "	R. Duncan
" "	B. McVarnock

3rd Mate	R. Kincaid
" "	A. Logan
" "	M. MacRae
" "	P. Ritchie
" "	G. Adams
" "	C. Dowie
" "	D. Gordon
" "	I. Waters

3rd Mate
" "
" "
" "
Radio Officer

Radio Officer

[illegible]

Ch. Eng. John

" " in passing no food!
" " resist no alcohol
" "

" " Political Studies
" " Wing Cadets " on being

M "M.W"
 "O.C.M." "C"
 M "I. S"

2nd Eng.

" I. 9 "

" I. 9 "

" "

" " " " " "

3rd Eng.

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4th Eng.

" "

B. Ellis
I. Irvine
C. Mitchell
S. Salim
B. Breslin
L. Cameron
D. Gudgeon
W. MacLeod
J. Thomson
G. Walker
J. McDonagh
D. Poole
A. Mackinnon
D. Anderson
J. Forrester
R. Burton
T. Davies
A. MacCallum
A. Honan
W. Anderson
A. Alexander
N. Ogilvie
R. Hartley
J. Watson

G. Mitchell
T. Harris
E. Kellie
J. Hartin
F. Young
W. Hughes
K. Malhotra
D. Anderson
J. O'Hara
I. Andrews
W. Drennan

A. Cortopassi
R. Pollock
E. Cornais
W. Stewart
D. Ball
B. Sharp

T. Orr
H. Macphail
C. Greig
P. Hopley
G. Clement
G. Ramshaw
R. Wilson
A. Gartside
I. Kennedy
L. Donlan
J. Stone
M. Currey
J. Campbell
D. McArthur
A. Buchanan

A. Cross
B. Edwards
E. Martin
D. Girgan
A. Shah
M. Khan
T. May
N. Ramsay
R. Walker

ON VOYAGE LEAVE
CONT'D

4th Eng.	S. Taylor	G.P.1	J. Smith
" "	L. Hughes	" "	P. Lynaugh
" "	H. Hay	" "	A. Patrick
" "	J. Miller	" "	A. Clark
" "	M. Keenan	" "	A. Brown
Jun. Eng.	S. Askeu	" "	N. Sully
" "	A. Dabee	" "	M. Kimpson
" "	A. Christie	" "	G. Weston
Elect.	R. McIntosh	" "	D. Fullerton
" "	R. Knight	" "	W. MacFarlane
" "	B. Martin	" "	G. Senter
" "	G. Horwood	" "	N. Campbell
" "	J. Matheson	" "	J. MacLean
" "	H. Macfarlane	" "	D. Ross
" "	B. Bell	" "	J. MacSween
" "	R. Bray	" "	D. Beattie
2nd Elect.	M. MacIennan	" "	I. McIntyre
" "	D. Rowand	" "	H. MacLellan
Cat. Officer	J. Smith	" "	P. Bennett
" " "	A. Sisi	" "	C. McGhee
" " "	W. Gray	" "	A. Richards
" " "	J. Weir	" "	J. Thomson
" " "	F. De Goey	" "	N. MacInnes
" " "	D. Dyce	" "	J. Cameron
" " "	A. McGill	" "	M. Irvine
Ch. Steward	A. Randle	" "	F. Croucher
" " "	I. Neave	" "	K. Barry
G.P. Steward	J. McGarvey	" "	M. Jones
" " "	J. Sutherland	" "	B. Hassan
" " "	J. Brown	" "	C. Trickett
" " "	W. Callison	" "	N. Trickett
" " "	P. Jellings	G.P.2	J. Newport
" " "	G. Bell	" "	R. Rafter
" " "	J. Gillson	P.O.	J. Young
G.P. Cook	A. MacCallum	" "	S. Hornshaw
" "	A. MacColl	" "	F. Lax
" "	I. Gibson	" "	P. Donaldson
" "	W. Sutherland	2nd Steward	C. Greanup
" "	A. Webster	Ch. Cook	C. MacLeod
G.P. Cat. Boy	M. Hookman	2nd Cook	E. Crosby
" " "	A. Hart	Bosun	P. McPhee
" " "	G. McCulloch	Nav. Cadet	G. Gray
" " "	M. James	" " "	S. MacDonald
" " "	P. Ralph	" " "	G. Clendining
" " "	R. Hill	Eng. Cadet	F. Drever
" " "	D. Campbell		
" " "	J. Ipavec		
" " "	A. Palframan		
" " "	M. McDonaough		
G.P. Deck Boy	A. Fitzgerald		
C.P.O.	D. McMahon		
" "	J. McFarlane		
" "	D. Smart		
" "	I. Meech		
" "	D. McGuire		
G.P.1	A. Compbell		
" "	R. Moore		
" "	V. Conway		
" "	T. McKinnon		
" "	J. Betty		
" "	W. Macleod		
" "	R. Straker		
" "	J. Sander		
" "	J. MacInnes		

<u>ON STUDY COURSES</u>	
Elect.	G. Leitch
G.P. Cook	N. Nagi
1st Mate	J. Houston
" "	P. Brooks
" "	A. Maxwell
" "	T. Upson
2nd Mate	N. Clarke
" "	L. Morison
" "	J. Allen
" "	H. Aitchison
" "	D. Coe
" "	A. Nisbet
" "	P. Jarman
3rd Mate	G. Scott
" "	P. Powell
" "	A. Henderson

ON STUDY COURSES
CONT'D

2nd Eng.	T. Jarvie
" "	A. Warren
3rd Eng.	J. Holden
4th Eng.	K. Kyriacou
3rd Eng.	H. Miller
" "	I. Mackenzie
4th Eng.	P. Fordham

Eng. Cadet
" "
Radio Officer
Nav. Cadet
" "

R. Healey
A. Marrs
J. Trotter
I. Naughton-Rumbo
B. Wilmott

ON SICK LEAVE

Master	K. Dootson
Ch. Eng.	J. Loughran
" "	W. Carrigan
2nd Eng.	G. Law
3rd Eng.	A. Dias
Cat. Officer	T. Dickson
G.P.1	J. Somers-Harris
P.O.	C. McLeod
Dnky Gr.	A. Warsama
Nav. Cadet	H. Watson

ON TRAINING COURSES

G.P.2	A. Smith
Nav. Cadet	D. Matheson
3rd Mate	D. Fenton
Nav. Cadet	P. Brennan
" "	A. Potter
" "	D. Smith
" "	J. MacArthur
Eng. Cadet	J. Drysdale
" "	J. Hannah
" "	D. McClelland
" "	S. Andrews
" "	A. Wink
" "	M. Fyfe
" "	W. Irvine
" "	L. Macleod
" "	R. Morrice
" "	P. Shotton
Nav. Cadet	R. Macleod
Eng. Cadet	I. Rennie
" "	W. Sewell
" "	J. Lucas
" "	G. Douglas
" "	N. Ince
" "	R. Currie
" "	A. Kennedy
" "	M. McLay
" "	W. Moncrieff
" "	A. Sinclair
" "	P. Webb
" "	G. Cowie
" "	L. Dunnett
" "	V. McCourt
" "	B. Michie
" "	A. Smith
" "	G. Smith
" "	A. MacPhee
" "	P. Gray
" "	R. Adcock