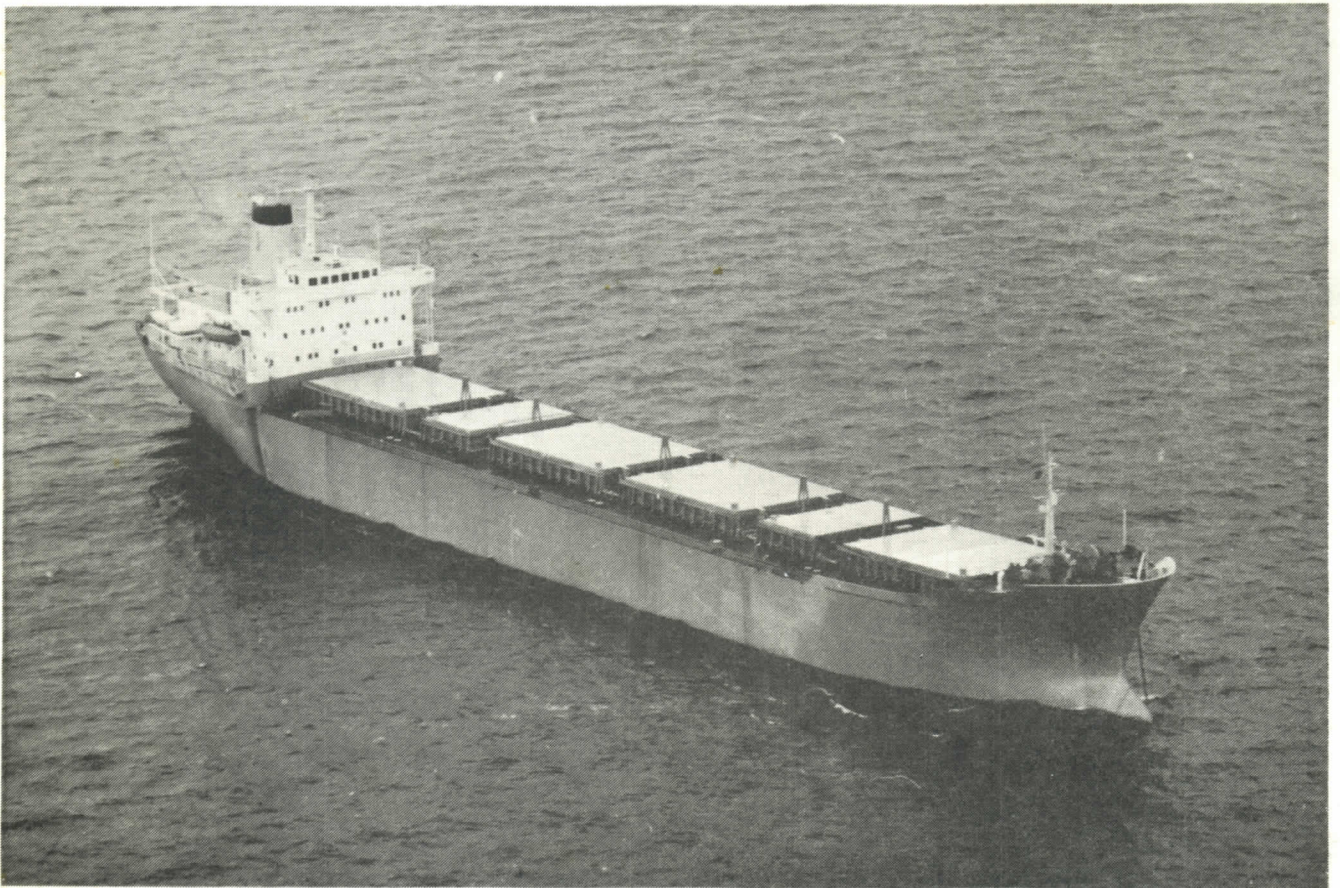




TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "CAPE RACE"

No. 25 AUTUMN 1975

EDITORIAL

As you know, the prosperity or otherwise of shipbuilding follows the freight market and this present slump has caused many owners to cancel orders and ship-builders are therefore more than anxious to obtain replacement orders.

Accordingly, this is a time to buy new ships, when prices are keen and it is therefore most encouraging to be able to report that Hogarth and Lyle have recently placed two orders (one each) with Mitsui for bulkcarriers of 32,000 tons deadweight. Delivery dates will be late 1976 and early 1977. Both ships have been chartered for ten year periods. Mr. Peter Smith and Mr. Foo Lo spent six weeks in Japan earlier this year negotiating the technical details and specifications and it was a very responsible and arduous job very well done. This now makes a total of six new ships to be delivered between early 1976 and early 1977. The names of the four ships in order of delivery from Govan will be "Cape Ortegal", "Baron Napier", "Cape Rodney" and "Baron Pentland".

The end of 1975 is in sight. In general, apart from a beautiful summer, it will be remembered as a year of depression and unemployment on a world-wide scale, with few industries escaping. A year ago this Editorial said that the motto for 1975 must be 'tighten our belts'. At that time there were some signs that the smaller bulkcarriers might escape the full force of the depression but, as the year wore on, this proved to be wrong and the dry-cargo market got worse and worse until it reached an all-time low in the summer months. Fortunately, thanks to contracts and the long-term employment of certain vessels, we have not felt the full effect. Layups, particularly of V.L.C.C.s, have continued unabated and whilst some dry-cargo rates have increased very slightly since the summer, they are still at a completely uneconomical level. It is clear that the Governments of the major industrial powers are doing all they can to stimulate and increase trade, but there is really no magic formula. Despite the very bad trading conditions prevailing at the present time, it is hoped to keep all the ships fully employed, but in view of the foregoing everyone, both ashore and afloat, is most earnestly requested to ensure that there is no wastage of any kind. In particular, for the seafarers, the number of non-trading days have been far too high so far this year for a large and varied number of reasons and these must be reduced in 1976. No one can tell when business will recover but, until it does, we must all pull together to ensure that the ships run trouble-free and as economically as possible.

In order to improve the co-operation between seafarers and office staff and the general running of the G.P. system on G.P. ships, it has been decided to hold a Sea/Office Staff Meeting to discuss ways of improving both these functions.

OFFICE NEWS

The Board of Directors of S.S.M. were particularly pleased to welcome Mr. W.B. Marston, O.B.E., General Manager of The British Phosphate Commissioners, and Mrs. Marston when they visited Glasgow on 5th September. Mr. Marston also met Mr. Alastair C. Hogarth, Chairman of H. Hogarth & Sons Ltd., and Mr. W. Nicholson, Chairman of Lyle Shipping Co. Ltd., as well as the Managing Directors of the two Parent Companies.

The British Phosphate Commissioners are the oldest associates of Hogarth and Lyle in the chartering field and over the years they have provided substantial employment for the fleets of the two companies. Relations between B.P.C. and S.S.M. have been exceptionally happy and close and this has been reflected in the friendly association between the B.P.C. Managers at the Islands and at the different ports in Australia and New Zealand and our own Masters and Officers.

Mr. Robert Gardiner, Fleet Programmer with the Chartering Department, left the Office on 26th September to take up a position with John Kilgour & Co. Ltd., London. A Presentation was held for him that day. Our best wishes go with Robert.

Mrs. Elizabeth Inglis has left the Office and a Presentation in her honour was held on Friday, 3rd October. (See TRIAD No. 19, Page 34). A new Inglis is expected soon and our best wishes go to Elizabeth and her husband, Henry.

An interesting point, Elizabeth is a direct descendant of Henry Bell, builder of the "Comet".

Mrs. Sandra Allan left the Office on 31st October (see Page 23 of this number).

Miss Janet Love joined the Staff on 27th October as Telephonist/Receptionist. She replaces Miss Margaret Miller, who has left.

Robert Stevenson joined the Staff on 23rd June as an Office Junior.

Mrs. J. Dean joined the Spares Department on 23rd September, 1975.

Our congratulations to :-

Mr. P. Cooney (Marine Superintendent) and Mrs. Cooney on the birth of their son.

Mr. and Mrs. John Maclean on the birth of their daughter, Susan, on 25th August, 1975. Further comment on this happy event will be found on Page 38.

Mr. D. Beveridge and Miss P. Leask, who were married on 5th July, 1975.

Miss Lynn Barton, on the announcement of her engagement to Mr. R. Russell on the 19th August, 1975.

Miss M. Couper and Mr. J. McLaren, who were married on 8th August, 1975.

PERSONNEL NEWS

Our congratulations to :-

J. Johnstone, Chief Officer, who has gained his Master's Certificate.

L. Speechley, Third Engineer, for passing his Second's Certificate (Motor).

P. Mawston, Chief Cook, who has passed his Chief Cook's Certificate.

E. Crosby, on his promotion to Catering Officer ("Cape Howe").

N. Nagi, Chief Cook, who has successfully completed the Catering Officers' Course at Liverpool.

D. Wilson, Radio Officer, and Mrs. Wilson on the birth of their daughter (Rhona).

D. Dyce, Catering Officer, and Mrs. Dyce, on the birth of their daughter.

I. Naughton-Rumbo, Deck Cadet, on his engagement to Miss L. Affrey, announced on 3rd October, 1975. Ian has returned to U.W.I.S.T., Cardiff, to continue his B.Sc. studies and we wish him success.

E. Graham, F. Drever, A. Samuel, R. Taylor, D. Miller, D. Bell and A. Starrs, who have all successfully completed their Cadetships and are now sailing as Junior Engineers within the fleet.

PERSONNEL NEWS (con'd.)

J. Blair, Catering Officer, retires during November, 1975. Jimmy is well known in the Company, having joined H. Hogarth & Sons Ltd. in January, 1965. We wish him health and happiness and a long retirement. We are reminded that Jimmy survived the "Princess Victoria" disaster of January, 1953.

We regret having to report the death on 12th September, 1975, after a long illness, of Mr. James Cummings, Chief Engineer. Jimmy served his apprenticeship with Fairfields, Govan, before going to sea with C.P. Ships. He joined S.S.M. in August, 1970 as 4th Engineer and rose to Chief Engineer in April, 1973. We are sure that his many friends throughout the Company join us in conveying sympathy to his son.

FLEET NEWS

For the past three years the Company has been anxiously awaiting the results of deliberations between the promoters of the Omega Navigation System and the Australian Government. It had been considered the Redifon Company's instrument was best suited for our ends and this was justified after successful trials on the "Cape Howe" operating in the Atlantic Ocean area.

The set, which was on trial from Redifon, was removed to the "Cape Leeuwin" for further tests over a wider sphere of operation but regrettably the success story came to an abrupt end. The reasons were several. The transmitting stations were still testing their own equipment and frequently went off the air, to the annoyance not only of navigators but also the companies who manufactured the receiving equipment. Another fact which hindered promotion of the system was the continuing refusal by the Australian Government to give permission for a transmitting station to be set up in their country.

As we trade continuously in the Australian area it meant that, in spite of frequent assurances to the contrary, we would not be able to use the system as the beacon required in that part of the world was necessary for an accurate fix. Recently we hear permission has finally been given but the station will not be operable for a further two years as this time will be necessary for finding the best location and eventual servicing.

As a result of this frustration, the four Omega sets ordered for the Govan new-buildings were cancelled and a decision was made to instal the Magnavox Satellite Navigation System in their place. This system, although more expensive initially, gives a very high degree of accuracy and has proved very successful worldwide in over 700 installations. It is understood to be the best method known in pin-pointing positions for oil exploration.

Although the initial cost is high, it is considered that the equipment can pay for itself after a year's use by advising the navigator exactly where he is day and night, at the most every $1\frac{1}{2}$ hours, thus contributing to accurate course-keeping during great circle sailing and also during ballast voyages when a ship is more liable to be influenced by weather conditions.

The instrument is connected to the compass and speed log in order that dead reckoning positions are available immediately between positive positions when any one of the six satellites pass from one horizon to another.

As soon as the system is in operation it is hoped to advise readers in detail of its operation and proven results.

Captain R.D. Love, Chief Marine Superintendent.

WELL DONE !!

An Excellent Award for the year ended December, 1974 has been made to the "Cape Leeuwin" by the Meteorological Office.

Although other Officers serving on board during the year are bound to have contributed above standard work to bring the "Cape Leeuwin" to the attention of the Meteorological Department, the names quoted are : Captain W.E. Greatorex, Principal Observing Officer Mr. D.A. Clarke, and Radio Officer P. Budden.

Our congratulations and thanks to all those involved.

The following appeared in a recent edition of a St. John, New Brunswick, newspaper.

CARGO FROM THE HEART

The crew of a Scottish ship responded to a call for help by St. John residents Tuesday, and twenty-two of the twenty-seven man crew turned out to donate blood to help meet an emergency demand in the city.

Mrs. Marilyn Stanton of the St. John Branch, Canadian Red Cross Blood Transfusion Service, said this morning blood stocks have been getting lower and lower during the past month as regular donors are away on vacation.

And Tuesday, an emergency call came in for platelets, used in the treatment of leukemia victims, which can only be obtained from St. John donors and which can only be stored for seventy-two hours.

Hearing broadcast appeals for help from donors on radio, the crew of the "Baron Ardrossan", tied up at the Sugar Refinery discharging a cargo of raw sugar from Queensland, Australia, called the Red Cross and offered their help.

Then, twenty-two of the twenty-seven men aboard went up. One of them was turned back at the door, however, because he did not weigh enough to give blood.

"We heard the broadcasts, and we had one or two lads on board who were regular donors", said Captain George Towers. "They had a special demand on at the time and our giving helped them a lot", he said.

"It just seemed like a good idea when we heard the request", said Captain Towers of the response by the crew.

Mrs. Stanton said the special Tuesday clinic resulted in 230 pints of blood collected in the city of a total requirement of 600 pints weekly. During the past month only 400 pints a week have been collected as regular donors have been away on vacation.

Using blood for platelets enables one donor to assist four patients, she said, but processing must begin within an hour of the donation, so this blood can only come from St. John donors.

Each pint of blood from St. John can make a pack of platelets for treatment of leukemia victims and other patients with bleeding problems; one unit of cryoprecipitate for treatment of haemophiliacs; a unit of packed red cells; and a unit of frozen plasma.

Cryoprecipitate can be collected from blood donated in some outside centres close to St. John but, again, the volume is limited because it must be removed within four hours of the time it is donated.

Here again, most of the supply for haemophiliacs in the Province must be obtained from St. John donors.

SHIP NEWS (As at 31st October, 1975).

"BARON ARDROSSAN" expects to arrive at Djakarta on the 31st October and on completion of discharge there will sail for Australia, where she will load for Lumut, Malaysia.

"BARON BELHAVEN" sailed from Kubikenborg on the 26th October for Konakry, where she will load for Port Alfred. She continues on Time Charter.

"BARON DUNMORE" expects to arrive at Albany, Western Australia, on the 5th November from Nauru to discharge and on completion will sail for Christmas Island and there load phosphate for New Zealand.

"CAPE GRAFTON" is expected to arrive in Indonesia, indicated Djakarta and Surabaya, about the 23rd November to discharge.

"CAPE GRENVILLE" is due at Port Pirie on the 31st October and there will load for Antwerp. En route towards Europe she will call at Fremantle for bunkers.

"CAPE HORN" should arrive in Indonesia, indicated Djakarta first port, on the 3rd November to discharge. She will possibly complete at Surabaya. From her second discharging port she will move to Bintan Island to load for Niihama.

MATTERS MEDICAL

Recently, when in Mourilyan to load sugar, Dr. Bill Markwell - whom I have known for a good many years - invited me to attend a lecture being given that evening at the Innisfail Hospital - the subject being Pediatrics. The lecture was to be given by a travelling Rhodes Scholar who was a Consultant Pediatrician at a Brisbane hospital. Naturally I was pleased to accept the invitation and told Dr. Markwell that this was a subject in which I had always had an interest, even although my feet were in good shape and I kept my nails well trimmed and in consequence I'd never had cause to call on the services of a pediatrician.

Before the lecture there was a dinner given for the visiting consultant and it was a very pleasant affair - just about every doctor in the Innisfail shire attended with their wives. After the dinner we proceeded to the hospital lecture room where most of the senior nursing staff were assembled. Once they were told what I did for a living I got some odd looks, these I ignored but I did put my nail clippers in my pocket and sat down with the Shipmasters Medical Guide at the ready; at the time I felt that some of the lecture might just be beyond me and the Medical Guide was to be a sort of stand-by to help me over the difficult parts.

After an hour or so I began to realise that Chiropody was out and, even with the Shipmasters Medical Guide opened at 'Abdominal Pains' - Sudden Onset', the subject was difficult to follow. When the Consultant came up with his Umbilical Drip the Medical Guide let me down badly and we both felt a trifle out of our depth. I have since been told that this subject is dealt with at length in the Royal Naval Shipmasters Medical Guide. If so, we must get a copy.

At the end of the lecture I answered as many questions as I could but the assembled gathering were not really all that interested in my 'Abdominal Pains - Sudden Onset' a la Shipmasters Medical Guide and would not give me a Midmans Certificate.

I invited the doctors and their wives to visit the ship and next morning most of them turned up and spent an interesting hour touring the ship. Before leaving they invited me to attend any future Rhodes Lectures held at the Innisfail Hospital. For this kind invitation I thanked them, of course, and actually felt quite proud until one of the doctors happened to mention that these lectures are held only twice a year and before extending the invitation they had considered that the chances of a Rhodes Travelling Scholar and me on a sugar ship arriving on the same day were so remote that they could afford to be magnanimous.

Where did I go wrong?!

GTO, Midman (Failed)

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A clergyman was stopped by the police when seen cycling the wrong way along the M.1., and charged. He was asked how in Heaven's name he had managed it without being killed and he replied :

'Ah, God was with me'.

'Was He indeed', answered the police officer, 'In that case I am charging you with a second offence - two on one bike!!

So much has already been said in these pages about the previous Seastaffs that it is difficult to find new words to describe our experiences during Seastaff 16.

The high standard of efficiency and of the talks was the more remarkable because some of the Office Staff were called upon to take the Chair at very short notice and they are all to be congratulated upon the excellence and interest of their lectures.

The members of Seastaff 16 were, without exception, all very impressed with the informal, relaxed and friendly attitude of all the Office Staff and, along with all earlier Seastaffs, we feel that these meetings can result in nothing but good to all concerned - both at sea and ashore.

Those of us who were accommodated in the Ingram Hotel, Ingram Street, Glasgow, were very pleased with the comfort and service there and we recommend this hotel to future Seastaffs.

The only criticism of the Course was that it was not long enough and it was considered that from Monday to Friday, inclusive, should be the minimum length of the Course, with possibly also evening lectures - of perhaps an even more informal nature - included.

It was regretted that the N.U.S. representative was unable to be present and we would like to take this opportunity of assuring any outside speakers of our interest and appreciation.

All lectures were both interesting and informative, but perhaps we might mention the following by name :-

Mr. Jim Gray, for piloting us through the Course from beginning to end, for seeing that we got started talking and for the even more difficult task of stopping us from talking when absolutely necessary!

Mr. J. Begg for a talk which kept us wide-awake and interested - even after lunch at the Western Club!

Messrs. G. Burgess and A. Baillie for their talk on spare gear and stores; we were very encouraged and highly delighted to see not one, but two, real experts in this field.

Mr. J. Wort, Technical, for his idea of taking one case history of a vessel drydocking for repairs and following it right through the various stages in all its aspects.

Mr. A.A. McAlister for TRIAD, and we hope to have encouraged some of the Office Staff to develop their talks for inclusion in the magazine.

Chief Detective Inspector J. Beattie of the Strathclyde Police for a highly interesting and entertaining lecture on the mis-use of drugs.

Finally, our Chairman Mr. T.S. Shearer for a very interesting session, which we all wished could have been longer, and, with his fellow Directors, for the excellent luncheon at the Western Club.

Those of you whose names are not mentioned must forgive me, but there just is not room in TRIAD to do full justice to all.

A system of rating by 'stars' was suggested at the end of the Course, but we ended up by giving everyone five stars each! Our congratulations, Gentlemen, we enjoyed it all.

G.W.R.



Radio Officer L. Anderson
Second Engineer H. Miller

Second Officer K. O'Neill
Third Engineer J. Reid



Catering Officer G. Daddy
Chief Engineer G. Mitchell
Captain N. Walsh

Radio Officer D. Wilson
Captain G.W. Roger
Third Engineer D. Dunlop



MATCH OF THE DAY

A certain Catering Officer, ex Hogarth, founder-member of S.S.M., Irish and stone-deaf - who shall remain anonymous - told me this story about himself when I visited the "Baron Belhaven" in Blyth.

It appears that this Catering Officer enjoys watching 'Match of the Day' on his telly with the volume turned right down. During his last leave he came in and prepared to sit and enjoy his Saturday night ritual, his first job being to go to the bathroom and place his false teeth in a glass of water and well-known cleanser.

The football match was enjoyed and at the half-time break our friend raided the larder and returned to his favourite past-time - complete with pastries recently made by his dear wife. At the first bite he realised that his wife's pastry was, as usual, deliciously soft but, wait a minute, this was too good to be true! He turned the volume of the T.V. to full blast and then gnashed his teeth when he realised that he had not taken them out! Immediately, he dashed to the bathroom and, sure enough, there was his £93.00 hearing-aid floating in the glass of water!

D.T.B.

DUTY FREE AND CANTEEN STORES

We are often asked why it is necessary to add 15% to the cost price of the above-mentioned stores. There are a number of reasons for this charge. Administration is one of the main time consumers and, as you are well aware, time is money.

Invoices for the purchase of these stores arrive in the Office, the extensions and final costs are checked, then they are coded and passed for payment. At this stage, with the invoice ready for payment by way of the computer, it is finally entered in the ledger where it is available for audit when required.

Purchases abroad are different insofar that after the usual checking as with U.K. purchases, the invoices are paid through Hill Samuel in London and, of course, a charge is made for this service. Transport of bonded stores to ships, supply of glasses, optica, and in the new ships a supply of games, are all debited to the canteen account.

The Catering Officer returns a detailed summary, listing stock remaining on board and stock used for entertainment, to the Office at the termination of the voyage. Upon receipt in the Office, these summaries require to be checked and entered in the appropriate ledger. The work done by the Catering Officer is outwith normal duties and, provided the return on sales is 15%, he is paid a bonus of 5% total cash sales. So, you can judge for yourselves just how little profit will remain when balancing this against time spent in the Office checking, entering and paying these accounts.

No doubt Mr. Healey loses many hours sleep worrying about the amount of revenue he forfeits because of the ridiculously low prices at which we retail bonded stores on board the S.S.M. fleet!

D.T. Border,
Catering Superintendent.

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The 'Merchants and Ships Chandlers' item on the next page comes from Vocational Choice, Second Edition, by Peter March and Michael Smith. It is reprinted here by permission of Mr. E.G. Sterland, Principal, Rolls-Royce Technical College, Filton, Bristol, and was sent to us by Captain G.W. Rogers.

MERCHANTS AND SHIPS CHANDLERS

M....., & S.....,

Sydney Town, 1852

Rules for the Clerical Staff

1. Godliness, Cleanliness and Punctuality are the necessities of a good business.
2. On the recommendation of the Governor of this Colony, this firm has reduced the hours of work, and the clerical staff will now only have to be present between the hours of 7 a.m. and 6 p.m. on week days. The Sabbath is for worship, but should any man-of-war or other vessel require victualling, the clerical staff will work on the Sabbath.
3. Daily prayers will be held each morning in the main office. The clerical staff will be present.
4. Clothing must be of a sober nature. The clerical staff will not disport themselves in raiment of bright colours, nor will they wear hose unless in good repair.
5. Overshoes and top-coats may not be worn in the office, but neck scarves and headwear may be worn in inclement weather.
6. A stove is provided for the benefit of the clerical staff. Coal and wood must be kept in the locker. It is recommended that each member of the clerical staff bring four pounds of coal, each day, during cold weather.
7. No member of the clerical staff may leave the room without permission from Mr. Ryder. The calls of nature are premitted, and the clerical staff may use the garden, below the second gate. This area must be kept in good order.
8. No talking is allowed during business hours.
9. The craving for tobacco, wines or spirits is a human weakness and, as such, is forbidden to all members of the clerical staff.
10. Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11.30 and noon, but work will not, on any account, cease.
11. Members of the clerical staff will provide their own pens. A new sharpener is available, on application to Mr. Ryder.
12. Mr. Ryder will nominate a senior clerk to be responsible for the cleanliness of the main office and the private office, and all boys and juniors will report to him 40 minutes before prayers, and will remain after closing hours for similar work. Brushes, brooms, scrubbers and soap are provided by the owners.
13. The new increased weekly wages are as hereunder detailed :

Junior boys (to 11 years)	1/4
Boys (to 14 years)	2/1
Juniors	4/8
Junior Clerks	8/7
Clerks	10/9
Senior Clerks (after 15 years with the owners)	21/0

The owners hereby recognise the generosity of the new labour laws, but will expect a great rise in output to compensate for these near Utopian conditions.

Poingg-g - g! The Old Man never missed and the brass spittoon rocked gently on its base. "I've got", he grunted, "an assignment for you". "Uh huh", I was non-committal - you can never tell with the Old Man. "Take some pictures" he said gracefully - the eyes glinting under the greasy, once-green, eye-shade. "Yes, Sir", I replied, "what'll it be, busted bearings, a degenerate generator, or perhaps a nice turbo-blower?". "Smartass", said the Old Man, "our Castaways, for TRIAD, and the Dog".

TRIAD! Appreciation at last. Now, I could prove once and for all that Tony Snowden was a mere beginner. "Roger, Sir", I said eagerly, "break out the Arriflex". "Arriflex schmarriflex", was the response as he pulled the oil-stained Polaroid from the bottom of the bottom drawer where it appeared to be filed under 'Letters From Management'. "That's all right", I thought, backing from the Presence, camera at the salute, "I've got a thousand hours in on Polaroids".

Now, to work out a Schedule. I consulted my watch which indisputably indicated the time to be 1245 hours. I flicked my gaze professionally over the foredeck through my port. Just as I thought, it was getting much too dark to take pictures. Nipping back to the office door, I popped my head round it, to be met by the gimlet stare of The Boss. "A-ahh, how soon do you want these pictures?" I enquired. "Oh, any time in the next ten minutes" he said airily. I was sure he was joking - he had to be, - I hope.

The Third Mate had his feet up, reading a book. "Old chap!", I said. He flinched visibly (I think he was getting to know me). "Old chap, fame can be yours. Photo credits in TRIAD and from there, who knows?" He didn't look too dazzled at the prospect. "Bit dark for taking pictures, isn't it?" he queried, with one eye on the sun-bathed foredeck and one on his pillows. "You couldn't pass up an opportunity of this magnitude", I said by way of encouragement. "Watch me", he said. I sighed and climbed the stairs to the bridge. "Young fellows have no ambition these days" I thought.

The Second Mate was filling in one of his little books, all columns of abstruse figures. "Like to take some pictures?" I said generously, explaining what was required. "Okay", he said, "but how do you work the camera?" "Easy", I replied, "the instructions are inside the film pack. You only have to follow them and you can't miss". I beat a hasty retreat and sought refuge on my bunk.

I emerged, refreshed, on the bridge at four. As I arrived the telephone rang. "Pictures, Mister", said the gravelly voice. "Oh, haven't you got--?" I started. The Second Mate shook his head slowly from side to side. "That is, -" I gulped, "the dog has worms", thinking fast. "So?" came the voice. "And Mike, his master, had a bad headache and was lying down" I finished quickly. "I'll get them in the morning for sure". "You'd better" he grunted.

At nine o'clock next morning I erupted into action. Carefully sticking a 'Press' card in the upturn of my beanie, I headed professionally for the poop. There, as luck would have it, I found Madeline with El Pampa, the dog. "Smile, please", I said winningly, and both did. "Just one more, Maddy", I said, "take a deep breath, throw those shoulders back, let's see the.....". The dog growled menacingly. "Nice doggy", I muttered, sprinting for the galley door. Well, we had been a long time at sea!

In the galley stood Mike, the other third of the Castaways, chopping up fish fingers or whatever. "Press", I said, "news shots for TRIAD". "Click", I pressed the button before he had a chance to look away, the flashcube popped and Mike scored a neat line down the back of his hand with the knife he was using. "Stupid twit", he roared, or words to that effect. "What are you trying to do, you.....?". I left before he said something he didn't mean. It just wasn't my day. Ah, well, there was always the next day.

Three days later I laid six glossy prints on the Old Man's desk. "About time", he said. "Do you think they'll be syndicated?" I asked brightly. "Perhaps they'll do a profile on me - the photographer whose brilliant career spans a mere twenty-five years....." "Thirty-five", he stemmed the flow with painful emphasis, "if you're a day. Have you finished that grain calculation yet?"

"We artists", I thought, as I built up my callouses pounding the calculator, "are seldom appreciated".

A.G.F.M.

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In July, whilst on passage from Indonesia to Queensland, the "Baron Ardrossan" received an urgent request to give passage from Thursday Island to two survivors and their dog, who had been shipwrecked when their yacht "Quintila" struck a reef at Bramble Cay, near Bligh Entrance, during a passage from Port Moresby, New Guinea, to Thursday Island. The chief participants in this drama, and the events leading up to it, were Mr. Michael Briar of Portsmouth, England, the yacht's owner, Miss Madelaine J. Rogers of Toronto, Canada, and their dog, El Pampa.

Captain George Towers picked up the three of them at Thursday Island and they subsequently sailed with "Baron Ardrossan" to St. John, New Brunswick. Miss Rogers has been good enough to write the following article about their adventures and Mr. Briar supports this article with some excellent cartoons. Finally, the crowning touch is given to the article by some photographs taken between the Panama Canal and Canada by Mr. A.G.F. Michie, Chief Officer, and our thanks are due to all for this welcome contribution to TRIAD.

It should be mentioned that Mr. Briar is an accomplished amateur painter and has presented one of his paintings to the ship. This has been framed and now hangs in the smokeroom.

THE VOYAGE OF EL PAMPA - A DOG WITH A YEN FOR TRAVEL

Madelaine J. Rogers

During the Spring of 1972 in Dartmouth, Mike Briar was frenziedly preparing "Quintila", his 42-foot ketch, for the long voyage ahead of her. She was a graceful boat, sturdily built of oak and teak, with a 10-foot beam and 6½-foot draft. Her nett tonnage was 12 tons.

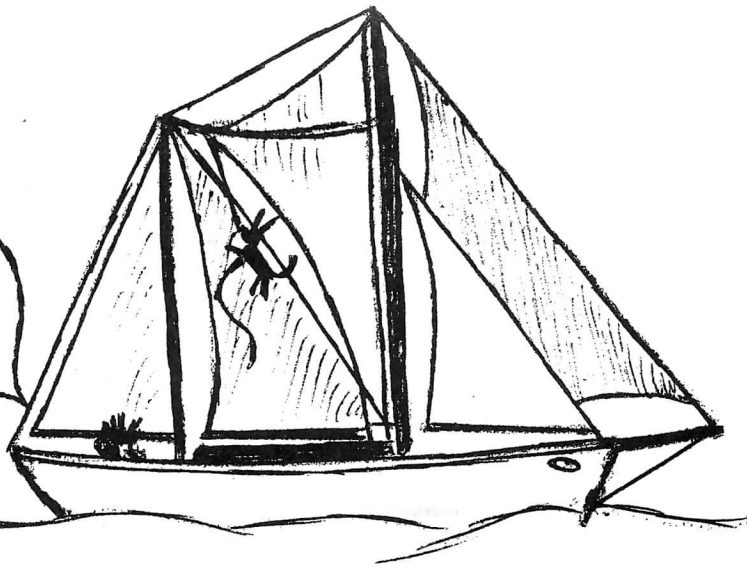
One day Mike was asked by a friend to look after a wriggling, furry ball whilst the friend went to the beach. The friend never came back and Mike found himself the owner of El Pampa, a high-spirited, mischievous, playful puppy of Doberman and Alsatian ancestry.

Mike, with Brian and Bill as crew members, sailed from England in April, but the glamour of their sailing was lessened somewhat by the necessity of cleaning up after Pampa!

They sailed first to Madeira and then to Teneriffe and a few nasty storms en route soon taught them that sailing was not the glamorous game it was made out to be but a cold, wet, uncomfortable, hard business.

I joined them in the Canary Islands and we sailed to Cape Verde, where we slipped "Quintila" for six weeks and I too learned that sailing was a hard, tough game. Brian left us in Cape Verde to return home and Bill left us after the twenty-seven day passage to Brazil. The three of us - Mike, El Pampa and myself - continued and sailed (without the benefit of self-steering gear) to Iles de Salut in French Guiana, the West Indies, Colombia, through the Panama Canal and across the South Pacific to New Zealand, stopping on the way at the Galapagos, Marquesas, Tahiti and Raratonga. Of all these places, we liked Brazil and the Galapagos the best.

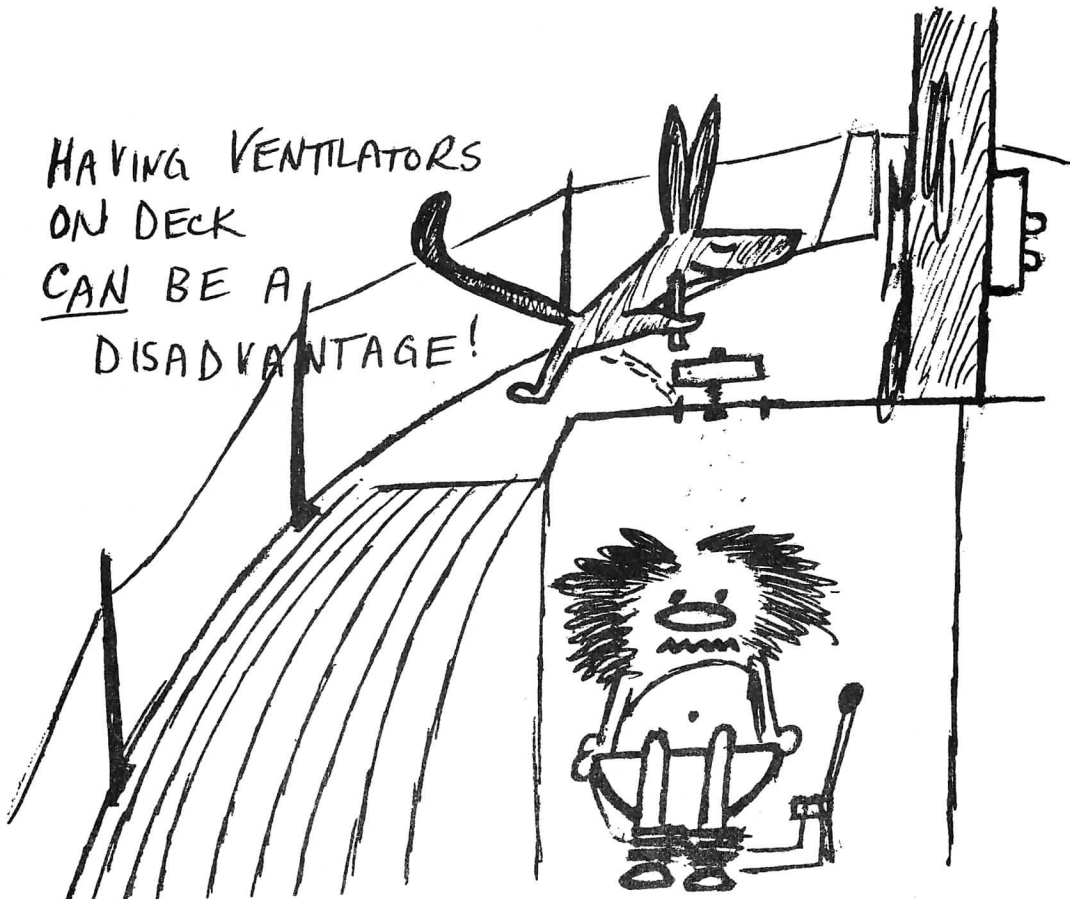
I TOLD HIM
NOT TO TRY
AND PUT THE
SAIL UP!!



MADDY!!
DID YOU FORGET
TO PUT PARMESAN
CHEESE ON THE
DOG'S SPAGHETTI!!?

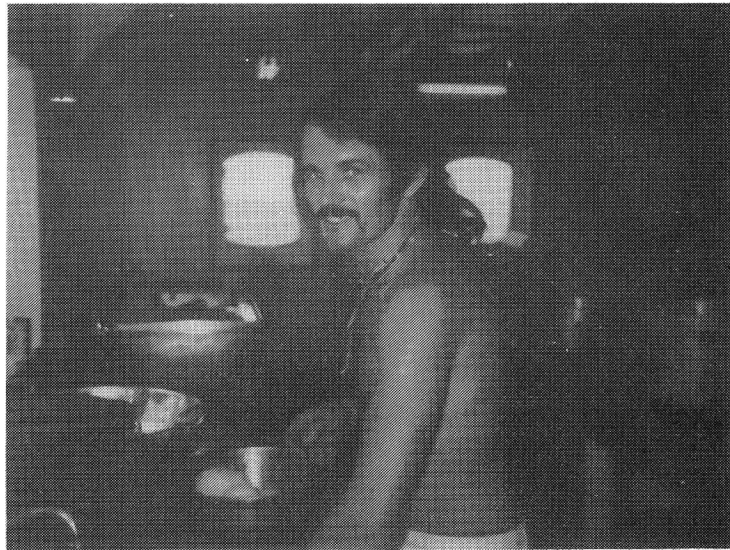


HAVING VENTILATORS
ON DECK
CAN BE A
DISADVANTAGE!



On our arrival in New Zealand in November, 1973 "Quintila" was showing the effects of the hard sailing she had done, being literally tied together with bits of string; also, we were very broke! El Pampa was confined aboard "Quintila" to serve out his quarantine as required by New Zealand law and this was hurtful to us for, by this time, he had turned into a highly individualistic character, constantly surprising us with his intelligence and human-like traits. In South America he had proved invaluable as a guard dog. So, it was a great day when El Pampa was allowed ashore and after that Mike and he went for long walks every day in the neighbouring forest.

On April 24th, 1975 we sailed for Fiji and were exhausted before the passage began for we had worked very hard refitting "Quintila". For instance, Mike would be working ashore all day sandblasting or digging drains and then work all night on the boat. However, the yacht looked beautiful for she had been completely refitted, with every detail attended to. New Zealand is a good place



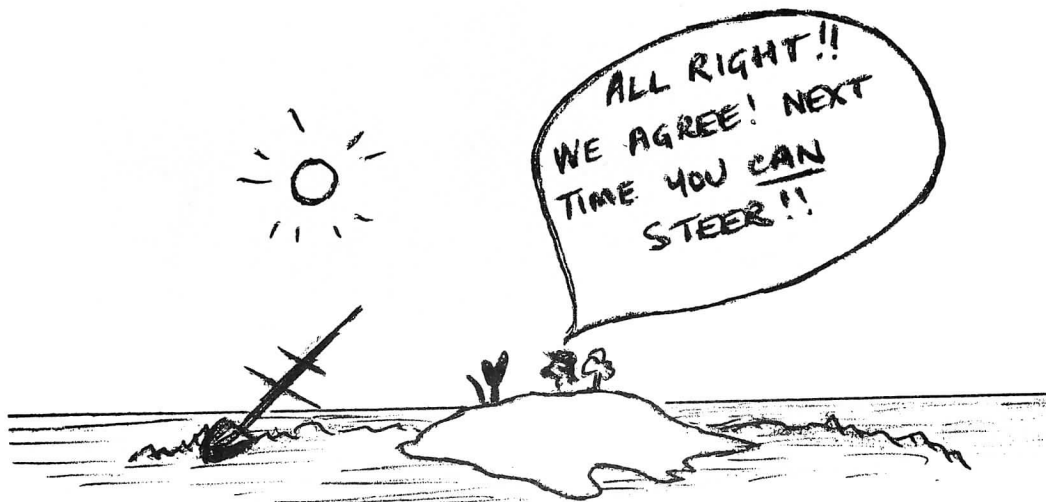
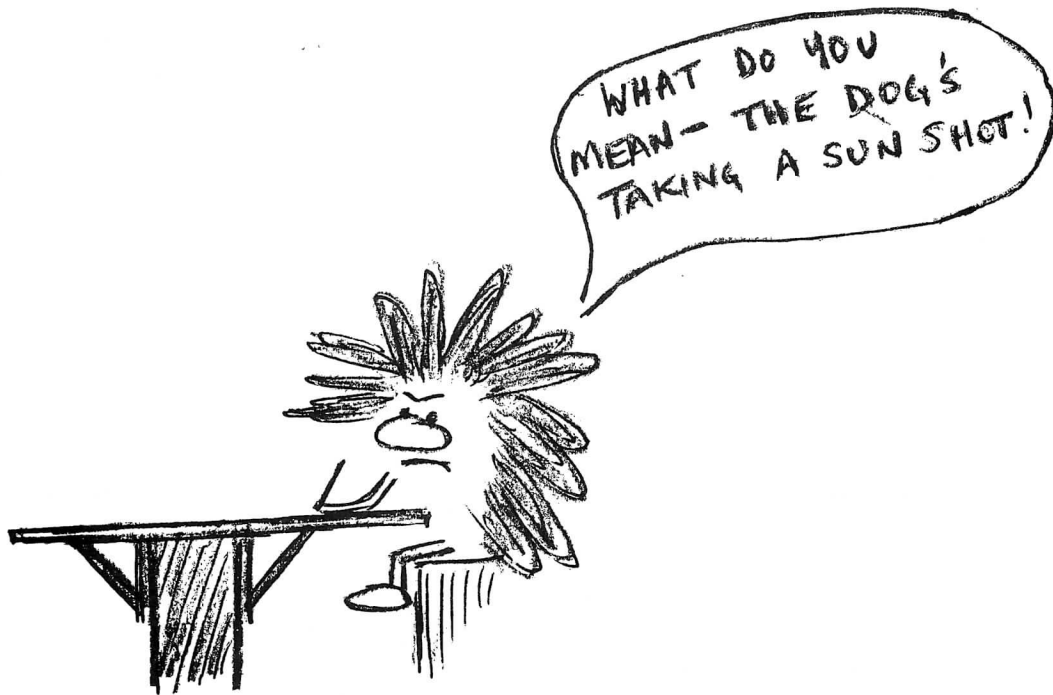
Mike Briar

to take stores and we spent most of our money on food - sufficient for twelve months. We left New Zealand with two crew members - Theo and Gloria - who were to sail with us as far as the New Hebrides.

From the beginning it was a difficult trip and, contrary to weather reports, we were hit by a gale the first night out. Theo and Gloria were horribly seasick and Mike and I took turns baling out the cockpit and pumping the bilges. For thirty-six hours I was scared, never having sailed in a gale before and not believing that "Quintila" could recover from the force of those waves. It took us eighteen days to reach Fiji - the weather on passage being wet and windy with long spells of calm in between.

The weather in Fiji and on the run to the New Hebrides was poor, for it rained constantly and we were always wet and covered with mud. We did our washing in the dinghy which, thankfully, was constantly filled with rainwater and so made a useful bathtub!

El Pampa, Mike and I sailed for Port Moresby and the trip from the New Hebrides took sixteen long days, with Mike and I on a hard three hours on and three hours off. This regime took a lot of getting used to. Off the coast of New Guinea we were hit by a terrible gale - our fourth since sailing - and during it we took aboard vast quantities of water. Several times the cockpit was filled up and we baled for our very lives. One wave crashed against the port leeboard and all the metal stanchions to which it was attached snapped off at their base. While we were hove-to, during the second night of the gale, there was a tremendous crash and "Quintila" shuddered for we had been hit by a gigantic log. It smashed into us several times before it finally floated away. This collision sprang the planks up forward and from that time on we had to keep a closer eye than usual on the bilges, for we were taking water.



It was a great feeling when the wind dropped and the sun rose behind New Guinea as we sailed safely into Port Moresby. I shuddered as I observed the raging surf on the reefs; some of these reefs are up to seven miles out from the coast and Mike remarked "You wouldn't last long if you hit one of those".

On July 8th, 1975 we sailed from Port Moresby for Thursday Island. I was very keen to see Indonesia but at the same time dreaded the notorious passage through the Torres Straits. We sighted the light on Bramble Cay during the night of July 9th, when there was very little wind and we had only two small sails rigged. Bramble Cay marks the entrance to the Great North East Channel and, on passing the cay, a vessel proceeds into the Great North East Channel by way of the Bligh Passage. Mike went to sleep for an hour whilst I steered and endeavoured to control my nervousness, peering into the moonless darkness for that telltale white streak which screams R-E-E-F ! and all the while listening intently for the dull roar of the surf which, the books tell you, you are supposed to hear.



Madelaine Rogers

The currents must have been very strong that night for I did not hear or see a thing until the breakers came rushing towards us - from astern! It was a shocking experience. A second later we smashed into the reef and there was nothing we could do to get off for every few seconds the surf smashed us further onto the reef and "Quintila" felt as though she was breaking up under us. She heeled over on her side and waves broke over the stern as we rushed about as if in a nightmare, which indeed it was. We cut loose the dinghy and the liferaft (naturally, it took ages to find a knife) and loaded them with items essential if we were to survive. We were lucky, for at 2.30 a.m., one hour after hitting the reef, we stepped out of the dinghy onto sandy Bramble Cay. Not everyone would have been so fortunate. El Pampa was overjoyed to be ashore but could not understand why we were not interested in playing with him. That night was miserable; we huddled, cold and wet, in the liferaft but sleep was impossible.

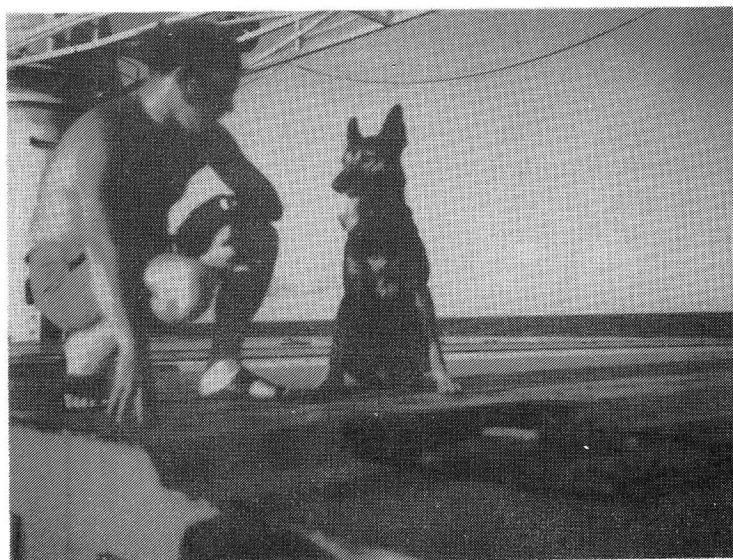
With the dawn came a happy revelation. We were on a sandy cay, about three hundred yards long and one hundred yards wide. The air was full of the cries (and odour!) of nesting birds (fresh eggs, if necessary!), and in the middle of the island was a cement shack and, incredibly, a large, full water tank. Apparently several years ago someone had tried unsuccessfully to set up a turtle farm. What luck!

"Quintila" was still in one piece, so we started making trips out to her to rescue things that could be sold, as well as food, some clothing and toiletry articles. For the next three days we carried on with this back-breaking task and at the same time organised our camp. It was a hard row out to the yacht and walking through the deep sand under the hot sun was not easy either.



Soon, though, we had things set up quite nicely. The stove and food were in the shack and the rest of the gear was piled on the beach covered by a sail to keep it dry. The liferaft was our tent, with more sails over it to keep the rain from driving through its leaky canopy. We dried out our sleeping bags and clothes and altogether we were reasonably happy, except for two things. Firstly, it was heartbreaking to see "Quintila" slowly breaking up and, secondly, at the back of our minds we realized that rescue would mean probable death for El Pampa when we reported to the Australian authorities.

On the third day along came the "Wallach", an old Department of Transport vessel, doing the lighthouse circuit. She wasn't due at Bramble Cay for another three months but had just decided to drop in. The skipper and crew were wonderful. They got all Mike's things off the cay and even went out to the wreck to salvage anything that they could. We spent the next four days touring islands of the Torres Straits with them.



El Pampa

Then came Thursday Island and we were nervous. There, too, people were good to us. Someone gave us a little house to live in and the Customs officer was very lenient with Mike's gear. But Canberra dictated that El Pampa was to be shot within four days if not exported. It looked hopeless as no nearby place would accept him and we didn't have sufficient money to fly to Canada or England. It was so depressing, although Bernie Campbell, the Customs Collector, did not give up easily and sent telegrams everywhere trying to obtain passage on a ship going through.

We didn't believe that it would happen but, on Sunday, news came! On Monday the pilot boat took us out and we boarded "Baron Ardrossan". One so often hears that the British love dogs - I guess that the Captain, George Towers, is one of those that do.

It has been such a treat to us, eating three meals a day and having a shower at any old time, getting to know everyone on board and having time to relax. But the important thing is that El Pampa, that well-travelled gentle-dog, lives on to experience more adventure, thanks to S.S.M. and "Baron Ardrossan".

Our plans? To save for a new boat, of course!

The following extract from Merchant Navy Training Board Bulletin No. 5/75 is reproduced for the information of all catering staff within the fleet, but mainly for the information of Catering Officers. We intend to write to each individual Catering Officer shortly with full details of procedure covering applications for M.N.T.B. CATERING OFFICERS CERTIFICATES :-

Introduction

It has been felt by many in the Industry that the skills and responsibilities exercised by catering officers at sea should be recognised by the award of a suitable qualification and that in order to maximise the talents of such personnel aboard ship, there should be suitable and relevant training leading to the certificate award.

After full consultation with the Industry and the agreement of the National Maritime Board, the Merchant Navy Training Board has introduced a training recommendation which has the force of an industrial agreement in the U.K. Shipping Industry. This provides that, in the circumstances set out later in this bulletin and subject to certain exemptions, all persons promoted to Head of the Catering Department in vessels other than passenger vessels after August, 1978 shall have satisfactorily completed an approved course for Catering Officers and received the M.N.T.B. Catering Officers' Certificate. It should be noted that there is no statutory provision within this agreement and recommendations.

In order to recognise the considerable pool of expertise already available to the Shipping Industry through catering officers/Chief stewards already in service as such, a Certificate of Service will be granted which will stand for all time and exempt suitably qualified holders from the requirement to take the Catering Officers' Course and examination.

PART A - Recommendations

With effect from August 1st, 1978 the Head of the Catering Department - where it is customary to carry a separate Head of Catering Department, in all foreign-going vessels (other than passenger vessels) with a normal manning complement of over 20 persons - shall be in possession of either

- (a) an M.N.T.B. Catering Officers' Certificate, or
- (b) an M.N.T.B. Certificate of Service (see Part C)

The M.N.T.B. have recommended that ships with a normal manning complement of over 15 persons or above should fall within this agreement, but those operating ships with between 15 and 20 persons on board have discretion as to whether they employ a qualified Head of Catering Department in that capacity or not, according to the normal custom, exigencies of their trade, etc.

During the transitional period 1st January, 1976 to 31st July, 1978, those promoted or appointed to Head of Catering Department need not have undergone the Catering Officers' Course at the time of such promotion or appointment, provided that they have done so by 1st August, 1978, or have applied for and received a Certificate of Service as Catering Officer under the arrangements set out in Part C (Paragraph 2).

PART B - CATERING OFFICERS' COURSE

In order to meet the requirement for training and certification for catering officers, arrangements have been made with the Liverpool Nautical Catering College to offer Catering Officers' courses at sufficient frequency during the foreseeable future to meet the Industry's estimated demand for places. The course, which is of six weeks duration, leads to an examination for the M.N.T.B. Catering Officers' Certificate. The entry requirements, objectives and outline syllabus for the course are as follows :-

Entry Requirements

- (a) Age : At least 21 years.
- (b) Service : Either -

(i) 5 years' sea service in the Purser/Catering Department of which 1 year has been spent in the rank of 2nd Steward or Chief and/or Ship's Cook or a higher rank in the Purser/Catering Department aboard U.K. ships :

Or

(ii) similar appropriate experience including related Further Education in lieu, in the Hotel/Catering/Food Industry ashore.

Objectives

- (a) To establish a recognition of the purpose of catering officers' duties and of the work of the Catering Department for which he is responsible.
- (b) To provide the student with the technical and related knowledge/skills to perform his duties in accordance with the M.N.T.B. job specification for catering officers.
- (c) To provide the student with a basic understanding of the principles and techniques of management to enable him to make sound judgements and decisions and carry out effective control of his work and that of his department.

Outline Syllabus

- (a) Catering and Hotel services, which include food and drink types and preparation; butchery; wines, beers and spirits; recent developments in food technology; refrigeration and deep-freezing; general storage principles; stock control; maintenance and cleanliness of kitchen and domestic accommodation; hygiene; vermin/pest control.
- (c) Principles and techniques of Man Management, which includes human aspects of Management; training, work study appreciation; communication.
- (d) Industrial relations, which includes National Maritime Board, relevant parts of Merchant Shipping Acts; Merchant Navy Establishment; engagement and discharge of crews.
- (e) Medical/First Aid and Safety Training, which includes Ship Captain's Medical Training Certificate; misuse of drugs, etc.
- (f) Administration, which includes office procedures; cargo, customs, health and port administration documentation; record keeping.

NOTE : The syllabus is heavily weighted towards Items (a) and (b) above and wherever possible the course is oriented towards the practical aspects and applications of the above topics.

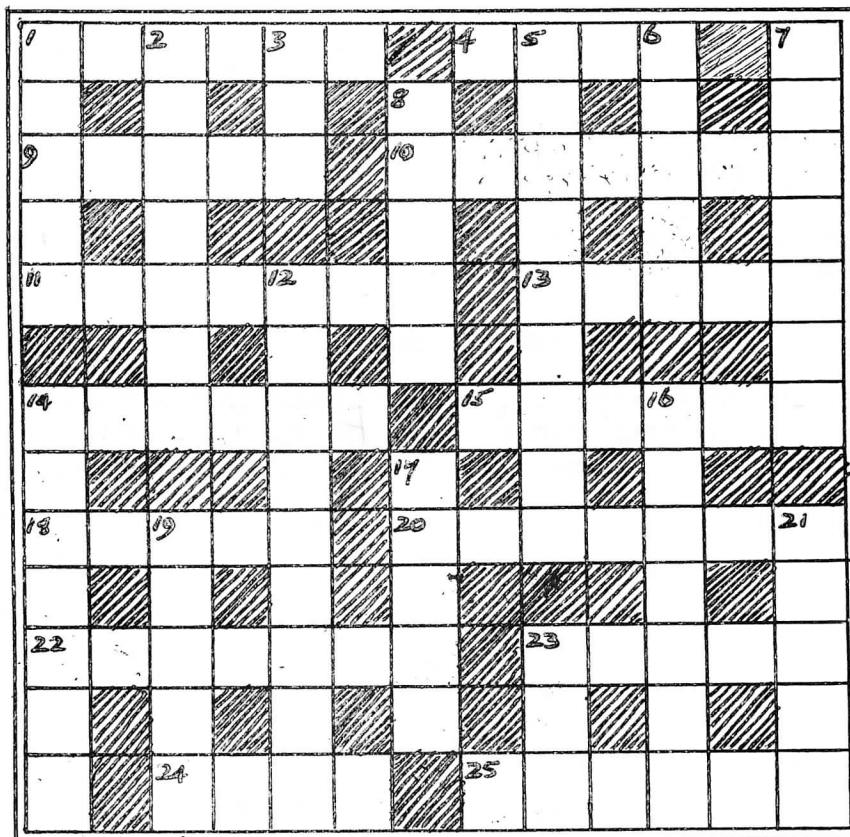
PART C - Certificate of Service

Those on Articles as Head of Catering Department on 31st December, 1975 are exempt from the provisions of Part B of this bulletin. This includes those on voyage, study or sick leave provided that, prior to such leave, they were serving on Articles as Head of the Catering Department. Such persons must, however, obtain or be in possession of a Ship Captain's Medical Training Certificate or other approved certificate.

Candidates who are not in service as Head of the Catering Department at 31st December, 1975 but who re-enter as such after that date or are promoted after that date may also qualify for the Certificate of Service if they can provide evidence of having satisfactorily completed the existing 6-week Chief Stewards' Course at Liverpool Nautical Catering College or an alternative course approved by the Merchant Navy Training Board. Such applications must be serving as Head of the Catering Department at the time of application to the Board.

Across

1. The first clue is easy (6)
4. Portent (4)
9. Sixteen to the pound (5)
10. Exterior (7)
11. Issue - mainly when he has had his meal (7)
13. One of the older type magistrates (5)
14. You can't live without it (6)
15. Lapse of memory would make you do this (6)
18. Frequent - decimal fraction (5)
20. Dents at the end accompany in confusion (7)
22. A brave lass (7)
23. No, No, I will cry if I cut it up (5)
24. Send to the bottom (4)
25. Stern (6)



Down

1. Scratch to leave your mark (5)
2. Voted authority (7)
3. Shelter the fish swam up to (3)
5. The robot swam in the moat and invented a seagoing vessel (9)
6. Racket (5)
7. Nothing but this is good enough (3, 4)
8. Not so high (5)
12. You pay this for listening carefully but it costs you nothing (9)
14. Relative (7)
16. Real (7)
17. It finds its own level (5)
19. Sea birds (5)
21. How to burn feathers off birds (5)
23. Metal (3)

THE GREAT PHOTOCOPY FIDDLE

(Number One in the Series : "Why The Office Doesn't Work")

The Office has a photocopying machine which is used for the following purposes, which are listed in order of importance :

- (1) To copy newspaper cartoons for circulation around the Office.
- (2) To copy personal records of employees such as income tax returns, driving licences, birth certificates and the centre page of Playboy Magazine.
- (3) To assist with the proliferation of unnecessary inter-office paper with a view to ensuring that more people have more information about matters which do not concern them.
- (4) To facilitate industrial espionage.
- (5) To photocopy vital documents quickly and thereby avoid unnecessary utilisation of secretaries time.

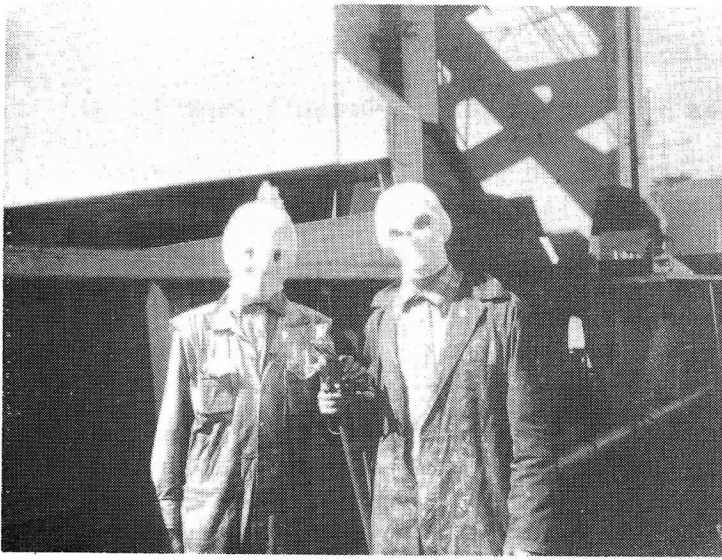
Owing to the fact that various companies and various departments make use of the machine, it is necessary to keep a record of the use of the machine so that the companies and departments can be charged with their share of the cost. (At least it is assumed to be necessary to do this because these are the instructions of the Office Accountants, whose numerical strength is increasing at such a rate that they will soon outnumber the people who can actually distinguish between the sharp end and the blunt end of a ship).

Unfortunately, the records which are kept rely exclusively on the integrity of the users of the machine. They are, therefore, totally inadequate. There have been five distinct stages of corrupt practice, as follows :

- (1) On arrival of the machine, most individuals recorded accurately the number of copies taken, with the exception of personal matters, which were not recorded at all. Therefore, in the first period the number of transactions accounted for amounted to approximately 50% of the total copies taken as recorded by the machine.
- (2) Departmental heads then gradually realised that they could save their own overheads by 'forgetting' to record some of the copies taken. Instructions were given privately to record only half those copies taken. The next reconciliation revealed that only 25% of copies were recorded.
- (3) As this practice became universal, all departments were back on the same basis, albeit a completely erroneous one. Therefore, the procedure of not recording anything at all was introduced. The next reconciliation showed 3% of the copies recorded. (In principle, some employees disregard the instructions of departmental heads.)
- (4) At this point, the tactics took a nasty turn in the direction of the completely corrupt. It was realised that the real savings could come if the correct number of copies was recorded but were charged to some other department! Thus, the next check revealed 100% recorded but, of course, none of the information could be relied upon.
- (5) Finally, the present stage has been reached whereby the practice is to charge two or three times the number of copies taken to another department. Thus, for every hundred copies actually taken by the machine, the records account for approximately 270 copies, all fraudulently charged!

There are no depths to which the integrity of the office worker will not plummet! (It is to be hoped that the credulity of the reader, after reading the foregoing, is not too pronounced!)

Anon.



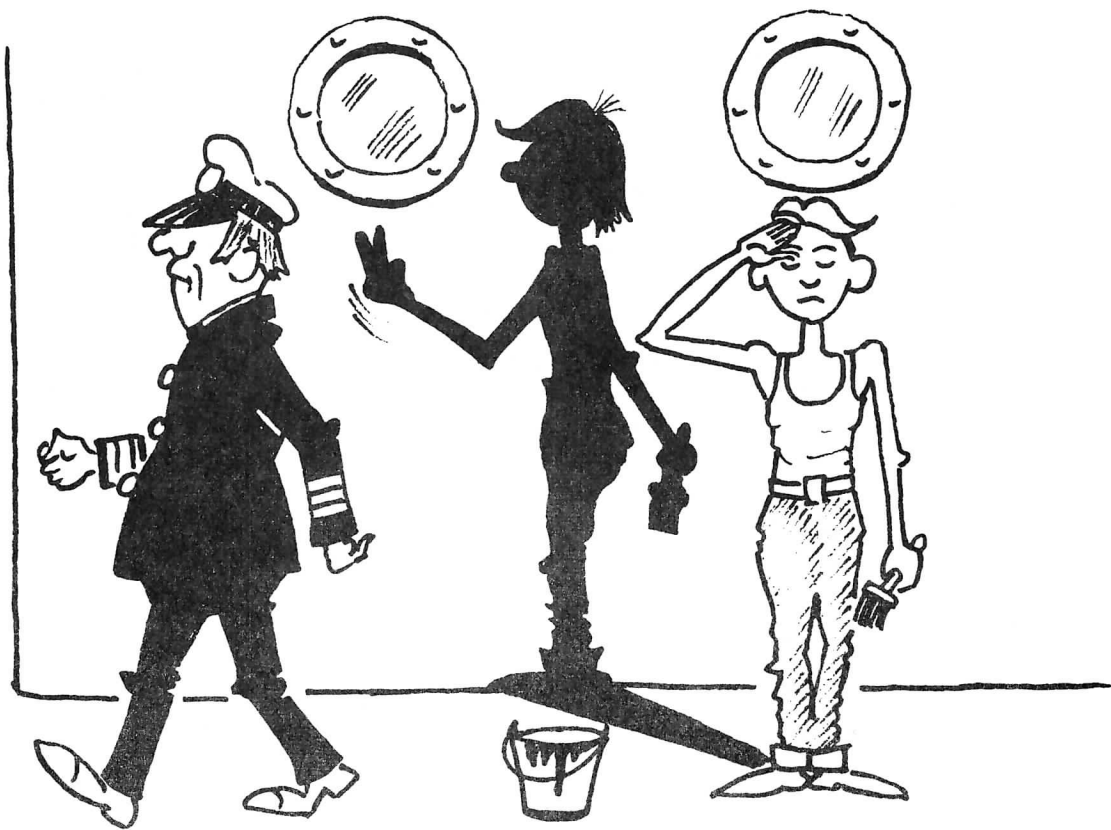
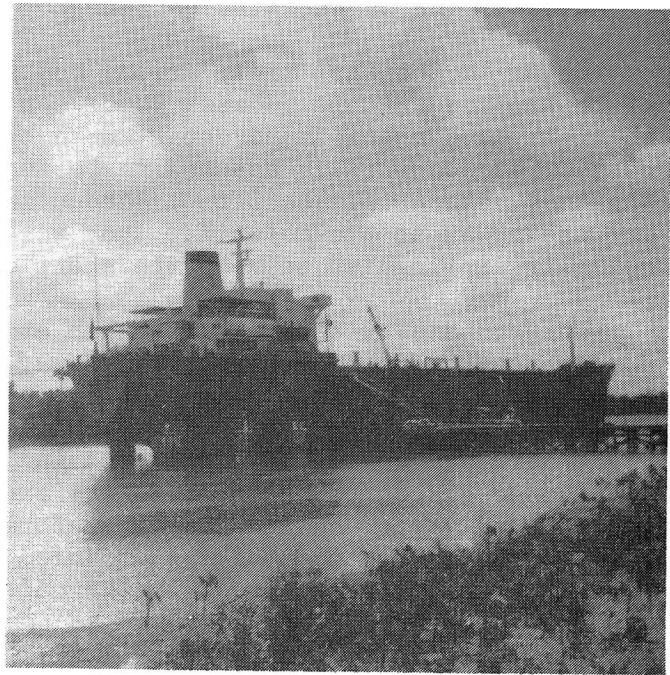
HELP!! We've been hi-jacked!

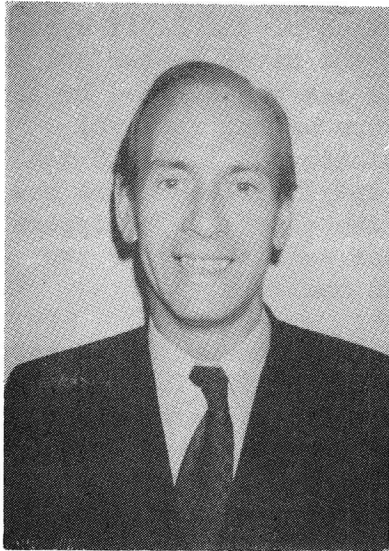
Maybe - maybe not!

See a later page

"Baron Belhaven"

A photograph taken by Nav.
Cadet P. Cowing





Alastair McCormick joined S.S.M. in July, 1972 from the Tharsis Company, a Spanish ore-mining concern with long associations with H. Hogarth & Sons Ltd. This was really a return to the Shipping Industry for Alastair as he started his business career with two shipping companies - Burns-Laird and George Nisbet & Co. (the 'Blair' Line).

Commencing with S.S.M. as Disbursements Supervisor in the Accounts Department, he later moved to be Assistant to Mr. J. Begg, Claims Manager, for a spell and has now transferred to the Chartering Department.

Married, with one daughter and one son, Alastair lives in Clarkston, Glasgow.

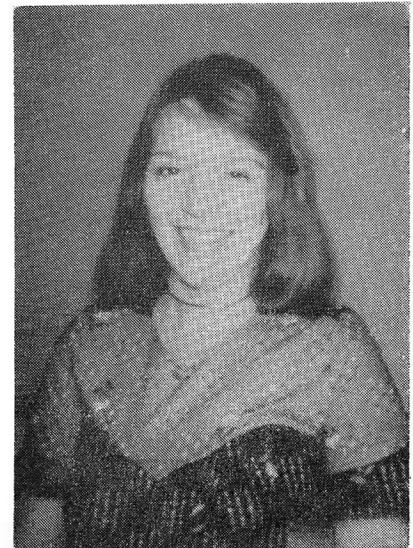
Mrs. Sandra Allan

Sandra Allan joined S.S.M. in September, 1970. Her duties involve typing - mainly for the Marine Department.

Sandra's hobbies are reading, dancing and swimming.

Unfortunately, Sandra will be leaving us for a spell shortly, but for a happy reason, as the Allan family will soon be increased by one.

Our best wishes go with her.



Mr. George Burgess

George Burgess joined the Staff of S.S.M. in July, 1974 as Technical Administrator.

Prior to joining S.S.M. George served in the Royal Navy, having joined at the age of fifteen as a Boy Entrant. He left the Royal Navy with the rank of Lieutenant, having served in most areas of the world. His appointment in the Navy was Supply Officer responsible for the logistic support of submarines at Faslane, Gareloch. He is presently a Supply Officer in the R.N.R.

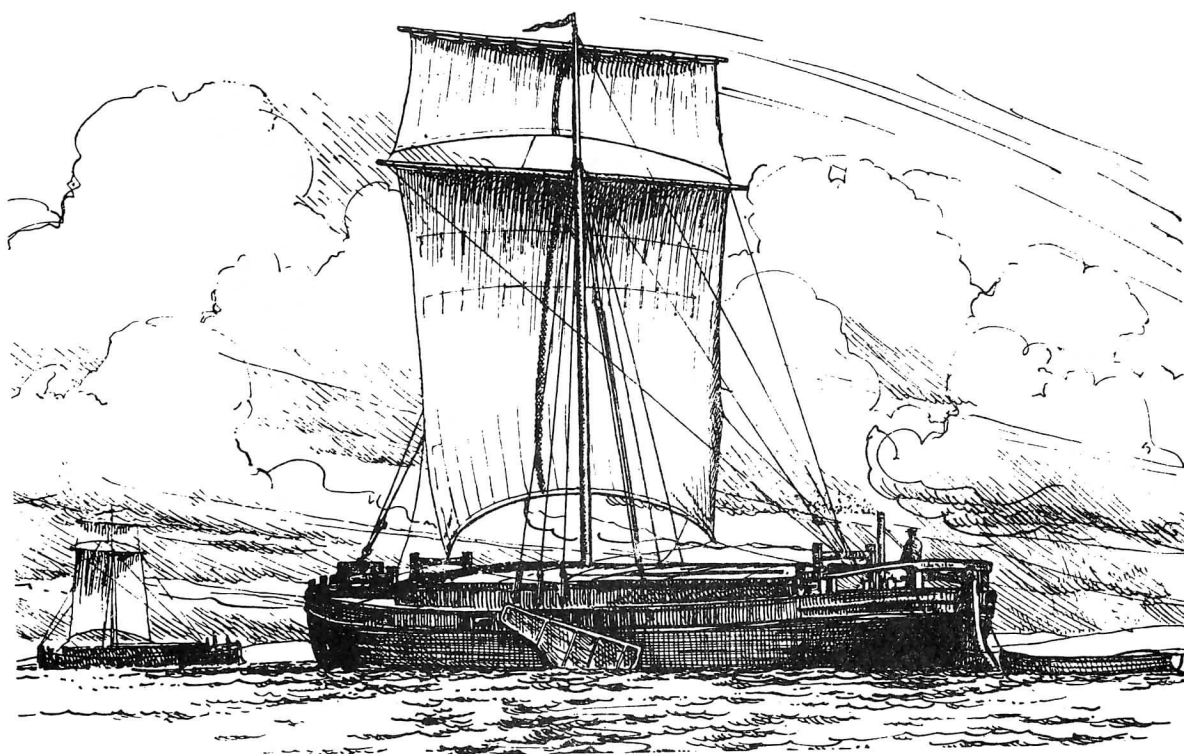
George can frequently be found at Tayvallich, Argyllshire, 'messaging about' in his boat which he keeps there and he combines this hobby with fishing.

George is married, has a son and a daughter, and lives in Renfrew.



The Humber Estuary and its direct link with inland towns of Yorkshire has been brought to ones notice recently with the introduction of the BACAT system. Seventy-five years ago almost all the local traffic of the River Humber and the maze of waterways linking the industrial north with the sea was carried by the squaresailed keels, nearly as simple in rig and hull form as the medieval coasters, to which they bore more than a casual resemblance. After 1900 the Yorkshire keels became a rarer sight with every year, until by 1949 there was none left working entirely under sail. One or two of the older keel skippers latterly liked to keep their masts stepped and sometimes sail a mile or two when their tug was not handy, but they were very few in number.

Keels varied in size according to the area in which they were built to serve. Most had a length of 61 feet, a beam of $15\frac{1}{2}$ feet and a depth of 8 feet and they could load about 100 tons of cargo, depending upon the depth of water along their route, of course. As they were very much shorter than a modern Grand Union Canal narrow boat, for instance, but with twice the beam, they were more suitable for river work than for most canals. The keels were mainly carvel-built of English oak, although a few were constructed of iron and/or steel. The hull form was extremely simple and - just as in the building of, say, the Mersey flats - the aim was to gain the maximum carrying capacity with very restricted dimensions.



A typical Humber keel

The bows were very bluff and hardly less rounded than the stern. There was a short, planked deck at bow and stern with narrow footways on either side of the main hatch, which had high coamings and was covered by cambered hatch-covers. Like the flats, the keels had a heavy, carved stern rail supported by timber heads projecting above deck level; this rail being traditionally decorated with the name and port of registry of the keel in bright paint and there were simple designs in reds, greens and blues on the bow boards and around the lettering of the vessel's name.

In rig the keel was kept as simple as possible. Her mast, stepped in a tabernacle, had two lower shrouds and one topmast shroud on each side, with a forestay, topmast stay and a shifting backstay. One unusual detail of the rigging was the use of pear-shaped deadeyes of very early pattern. In contrast, modern geared hand winches were fitted and with the help of these the keelmen could sail their craft very close to the wind and, like the Thames bargemen, could work the vessel in all weathers with a crew of two - skipper and mate.

The squaresail, which had two rows of reef points, was strapped to the yard and was hoisted and trimmed with simple halyards and braces. Above the mainsail a topsail was usually set, although small keels used the mainsail only. At least one is said to have carried two topsails in her heyday. The keelmen used sails, leeboards, anchors and wooden quants for manœuvring and in very shallow waters leeboards would be unshipped and left on the bank, to be picked up on the return trip. This way a few inches were taken off beam and draft. When sailing was difficult the craft was poled along with the metal-pointed quant called a 'stower'.

With her simple squaresail, very bluff bows and stern, and her unusual pear-shaped deadeyes, the keel showed less change with the years than any other coastal trading craft. In fact, she could have been mistaken for her medieval ancestor, the buss, if her modern wire rigging and winches were overlooked.

Keels were built over a wide area of the North-East of England, but mainly in East Yorkshire on the waters around Leeds, York and Goole. A large number came from yards in the Doncaster area and from Mirfield, Rotherham, Swinton, Wakefield, Beverley and Hessle, and a few from Brigg. In Lincolnshire a number were built at West Stockwith. One or two were also built of steel at Blackwall for the Trent Navigation Company of Nottingham.

Among those from Yorkshire towns were the "Emily", launched at Swinton in 1908, the "Robert Wood" from Wakefield in 1866, the "Otter" from Beverley in 1899, the "Nightingale" from Rotherham, the "Dove" from Hull and the "Clyde", "Thames" and "Bravo" from Leeds. Many were built at Mexborough, including the "Industry", "Day Star" and "Flake", and more came from Knottingly, like the "Mystery" of Grimsby, which was launched in 1879 and was subsequently owned in Louth. A few keels, including the "Nemo" of 1884 were built at Winteringham.

The builders of the early nineteenth century keels are now forgotten names for the most part and their yards in small Yorkshire towns, on river and canal banks, have disappeared. Very little special equipment was used and where the rivers were narrow launches were made broadside-on. Probably the busiest keel-building yard was Richard Dunstan's at Thorne, near Doncaster. Here many wooden keels were built one hundred years ago. The firm was founded in 1858 and a number of Humber sloops were also built there, the last wooden craft being completed at Thorne about 1925.

The Sheffield keels built at Thorne had a length of 61 feet, 6 inches and a moulded depth of 7 feet, 6 inches and could carry 115-120 tons. At this yard, as in most others, the hull was built of English oak with planks and ceiling of pitch pine. The normal annual output was two keels, with three as an exception. During the Second World War the firm turned out one complete prefabricated tug every six days. In all, 96 wooden craft were built in the Thorne yard, most of them sloops and keels.

One or two keels built in Yorkshire were used in other areas. Three became towing barges for the carriage of grain between Wisbech and the mill at Peterborough. One of these was the "George and Effie", built at Hull in 1913, but by 1945 all had been broken up. Two other craft, the "Bloodstone" and the "Keystone", both built at Gainsborough, were used on the River Thames and later on the Norfolk Broads with Yarmouth registries.

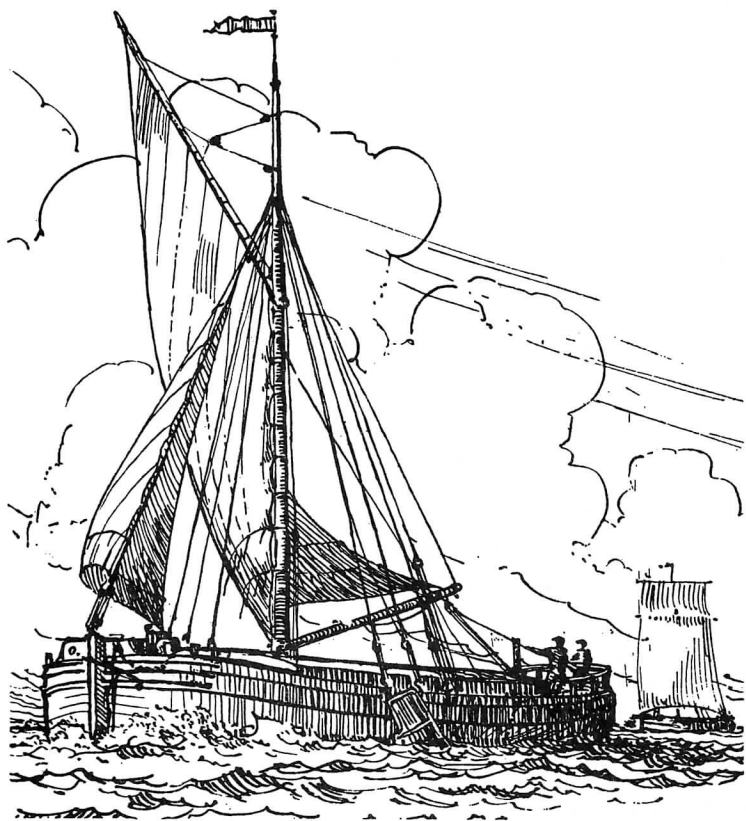
It is difficult to ascertain just how many keels were in service at any one time. The larger craft working to Hull were registered with the Board of Trade and, judging by the registers, there were about seventy large keels working in 1912. It is very probable that there were many more unregistered craft on inland waters. It is interesting to note that the 1912 list shows the oldest of the group as being the "North Cape", built at Brigg in 1840.

Keels used entirely on the narrower waterways, miles from the coast, were usually smaller than those sailing between the Humber ports, which is not surprising. The smallest of these set a single squaresail on a light mast and in Yorkshire they were known as 'ketches'. These 'ketches' only sailed in favourable weather - otherwise they were towed. They averaged about 65 tons cargo capacity, a little over half the ordinary keel's tonnage. Keels were owned and sailed over a wide area of Lincolnshire, Yorkshire and Nottinghamshire and a large number were registered at Hull, although the owners were scattered all over the country, especially in the smaller towns inland.

Several of the larger firms ran regular services from Hull, carrying import cargoes to Lincoln, Sheffield, Doncaster and many less important towns. Inland, the keelmen were well known, like the local carriers, and whenever riverside towns held a regatta the local keels which happened to be in the district would hoist large burgees emblazoned with their names in white lettering on a red ground and the crews would join in races of various kinds. Photographs of the regatta day at Stainforth, near Doncaster seventy or so years ago show the canal lined by eleven keels, some lying in pairs alongside, almost blocking the channel. About eighty years ago the Hull keels had a regatta on the Humber, an occasion recorded in a painting to be found in a Hull museum.

Like many other small craft, keels were generally given homely, personal names - "Annie and Ethel", "Belle of the Trent", "Seven Sisters". Others were named in the vein popular with Victorian shipowners - "Economy", "Emancipator", "Forward", "Industry", "Integrity". One large firm, the Trent Navigation Company, used names of rivers - "Douro", "Elbe", "Rhine", "Volga" and many British rivers. Another preferred mountain ranges for the names of its craft.

The building of keels virtually came to an end in 1914, although one or two were launched in Yorkshire yards for eight or nine years after that. The "Gar", owned by Furley and Company, was built in 1923 but she was intended mainly to be used as a towed barge. After 1945 a number of keels were broken up.



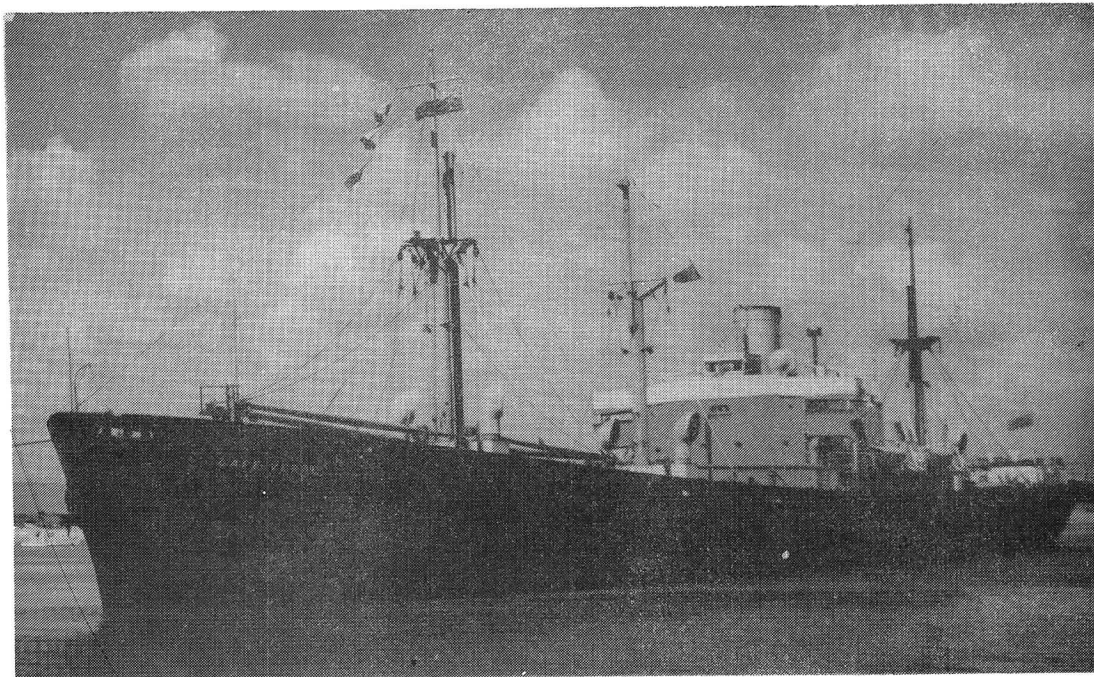
A Humber sloop

The Humber sloops developed later than the keels, coming into use about 1900 in the more open waters of the estuary, where they were handier and faster than the keels. In fact, they were said to be so fast that, if light and given a fair wind and flood tide, they could beat a steamer from Hull to Goole. The last two sloops under sail in the Humber area were owned by James Barraclough, Coal Factors of Hull. These were the "Ivie", unrigged in 1949, and "Sprite". The "Ivie" was built of steel at Scarr's yard at Beverley in 1900, having a length of 65 feet and a deadweight capacity of 140 tons. Originally the 'Ivy', her name received a change of spelling to avoid confusion with another vessel when she was registered with the Board of Trade.

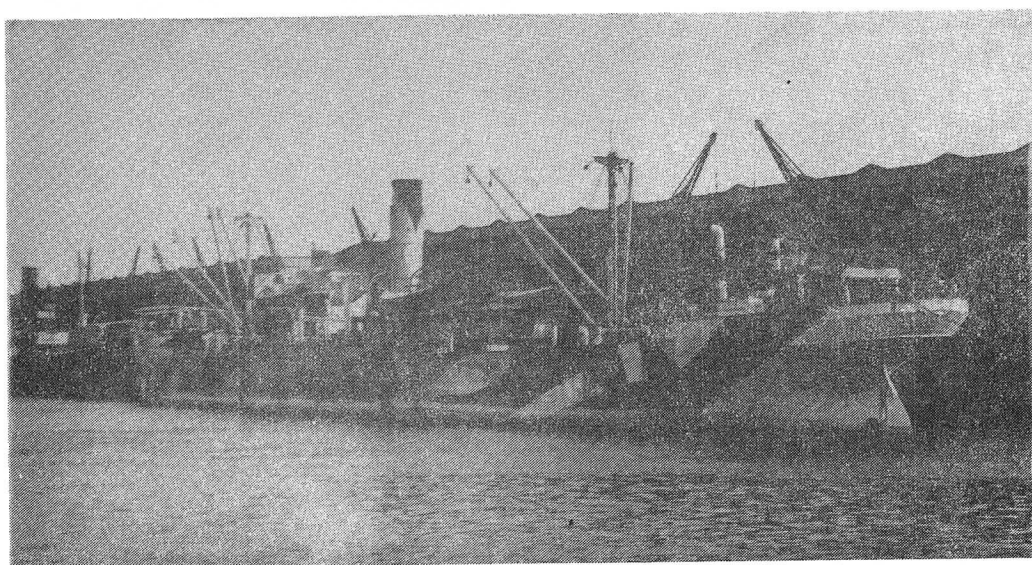
"The Sprite", the last sailing sloop on the Humber, was unrigged in July, 1950 and then used as a dumb barge. She was built of steel in 1910, having a length of 68 feet and a beam of 17 feet, 6 inches. She came from Warren's shipyard at New Holland, Lincolnshire, and was built for Mark Scott, seed crusher, of Selby. Her deadweight of 165 tons made her one of the largest, if not the largest, sloops in the area.

Although keels and sloops under sail are no longer to be found, there are some fine scale models in museums which give a very good idea of what they were like. The Hull Museum of Fisheries and Shipping and the Science Museum at South Kensington, London, have some excellent examples of these.

In TRIAD No. 24 short 'histories' of "Baron Renfrew" (II) and "Cape Grafton" (I) were given. Here are two more.



"Cape Verde" (III). This was the third Lyle ship to bear this name. The first was an iron sailing vessel built in 1874 and subsequently (in 1889) run down and sunk whilst at anchor off Hobson's Bay, near Melbourne. The second had a very short life; after being completed in April, 1941 she was torpedoed and sunk off the British West Indies in July, 1942. The third, photographed here, was a ship of 7240 tons gross, 4415 tons net completed by the Bethlehem Fairfield Shipyard, Inc., Baltimore, in 1944 as the "Samtana" for the U.S. War Shipping Administration - one of the many war-built Liberty ships. Placed on bareboat charter to the British Ministry of War Transport, she was put under the management of Lyle Shipping Co. Ltd. and, in 1947, was bought by Lyle and renamed "Cape Verde". In 1957 she was sold to West Africa Navigation Ltd., Liberia, and renamed "African Night" and in October, 1967 she was scrapped at Kaohsiung.



"Baron Ardrossan" (III). The accompanying picture shows the third "Baron Ardrossan", photographed at Manchester in March, 1919 and still wearing her war-time camouflage dazzle paint.

A ship of 4319 tons gross, 2770 tons net, she was built in 1905 by A. Rodger & Co., Port Glasgow, and was fitted with a triple-expansion steam engine developing 320 N.H.P. and built by Dunsmuir and Jackson Ltd., Glasgow.

In 1930 she was sold to J.M. Nickiforos and E.Z. Lomos, Greece, and renamed "Ariadne" and in May, 1934 she went to Italian shipbreakers and was broken-up at La Spezia.

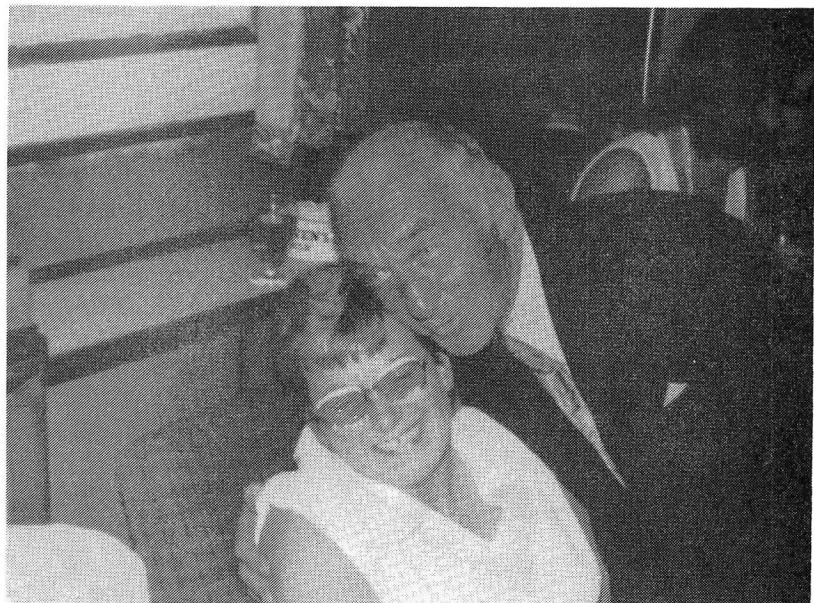
On September 4th, 1975, at Rothesay Dock, Glasgow, a Staff Party was held on board "Cape Howe". All who attended - a large number - unanimously voted it a huge success and the photographs bear this out. Particular praise must go to Mr. Bowden, Catering Officer, and his Staff who went to a great deal of trouble and effort to produce a magnificent buffet. This was greatly enjoyed and came in for generous, and justified, comment. Thanks are due to all who made this happy occasion possible.



Left to Right

R. Van Mock, I Broadley,
P. Read, S. Betts and J.
Bowden, Catering Officer.

Mrs. Derek Border
and
Captain A. Sutherland

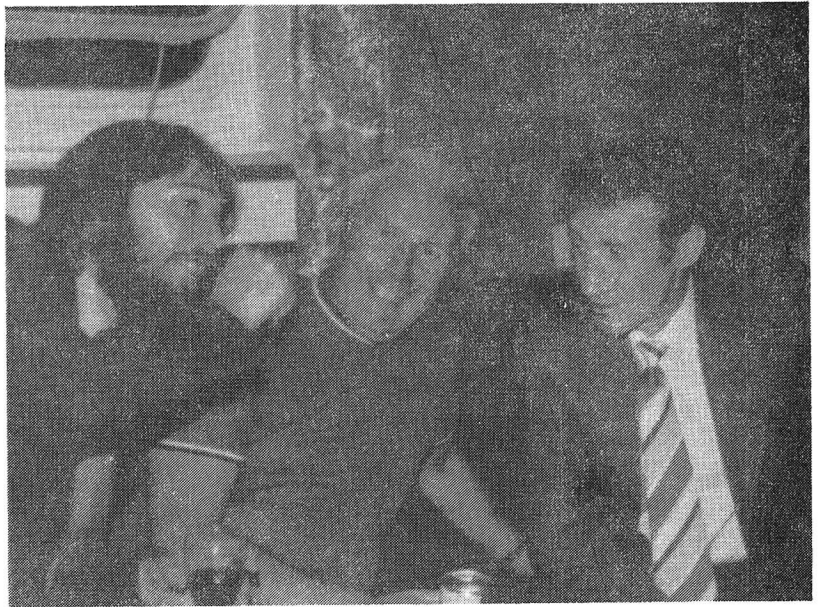


Left to Right

(Rear) Derek Beveridge, Sandra
McCorquodale, Stephanie Kean,
Margaret Miller, (Centre) Paddy
Adams, Ann McLeish, (Foreground)
Audrey Russell



Left to Right
A. Gillies, D. Campbell and
N. Smith



Left to Right
Mrs. D. Sinclair, Mrs. A.
Milne and Mr. Alec Milne,
BISC Glasgow Agent

Left to Right
W. McEvilly, Sandra McCorquodale and Evelyn McKinnon



Q U I Z .

1. Who invented those great contributors to safer night driving - cat's eyes - and when?
2. How did Pittsburgh, Pennsylvania, get its name?
3. When was the first commercial fitting of wireless equipment to a ship made, and what was the ship?
4. What is a 'blimp'?
5. What is dextrorotatory?
6. Describe a shake-hole.
7. In joinery, what does 'secret fixing' mean?
8. Describe King's, or Queen's English.
9. In bowling, what does it mean to 'spring the jack'?
10. What are lynchets?
11. What is a light-year?
12. Give the full title of the Mormon religious sect.
13. What are alveoli?
14. In motoring a slipping clutch means trouble; what does it mean in fishing?
15. What is an Eik?
16. What is a lamster?
17. What is a sphygmomanometer?
18. The Promenade Concerts are held annually at the Royal Albert Hall, London; who founded them and in what hall were they first performed?
19. Born 27th November, 1921 in Uhrovec, Western Slovakia, he became Secretary of his country's Communist party in January, 1968 and subsequently lost office when his reforms met with disapproval of the U.S.S.R. Who is he?
20. How is the musical instrument, the dulcimer, played?

(Answers on Page 37)

We print here a news release received from British Caledonian Airways on 19th August, 1975.

GATEWAY - GATWICK AND THE ENTIRE WORLD ALWAYS YOURS

Custom-made air connections between 35,000 pairs of cities world-wide through the reservations desks of British Caledonian in Britain and the rest of Europe are now possible. The world's most sophisticated source of route information has come into use this month for the first time ever via BCAL's computer.

Dubbed GATEWAY - "Gatwick And The Entire World Always Yours" - the revolutionary data store supercedes the widely-used PARS system, in which only 255 cities are normally given. Now 6,000 are contained, plus more flexible information facilities.

Programmed to save the passenger time and money in real terms, GATEWAY operates through existing equipment and with minimal extra training for reservations agents. It is the result of a survey covering 25,000 reservations calls handled by 14 airlines.

Reference to airline guide publications, always time-consuming, will no longer be necessary. Within seconds, a reservations agent can tell the customer the best possible flights between two points - taking fares and flying time into consideration. It is not limited to British Caledonian flights. A passenger may book a seat with any other airline via BCAL reservations.

Among GATEWAY features are automatic editing of complex route structures to find the simplest, over-riding of minimum airport connecting times to cut down on waiting, display of multiple connections, notes connections between two or more airports serving one city and the system can provide all necessary data for a full airline timetable.

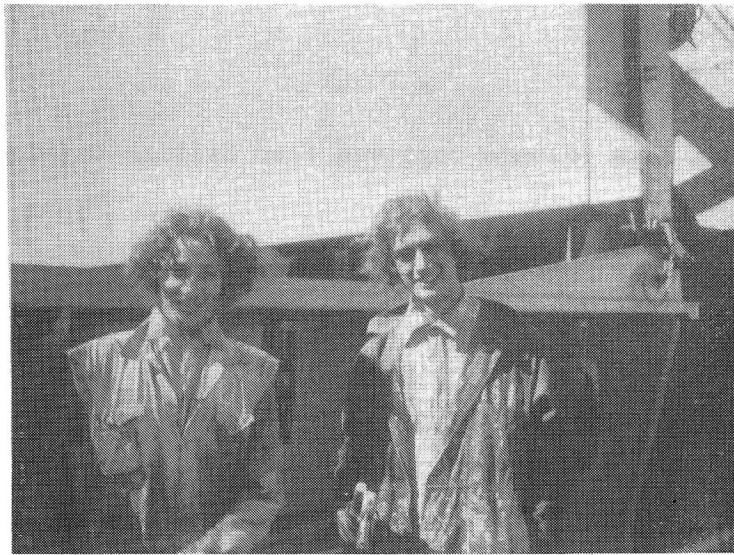
Alongside the 93,000 connections and 144,000 direct flights, GATEWAY also stores the aircraft type, days of operation, class of service, number of stops en route, meals and entertainment availability. Generally, these facts are more detailed in the case of British Caledonian flights.

BCAL's Technical Support Superintendent, Mr. Edward Francis, describes GATEWAY as : "The most comprehensive source of scheduled flight information in the world. It is ever-expanding and will keep BCAL ahead into the 1980's".

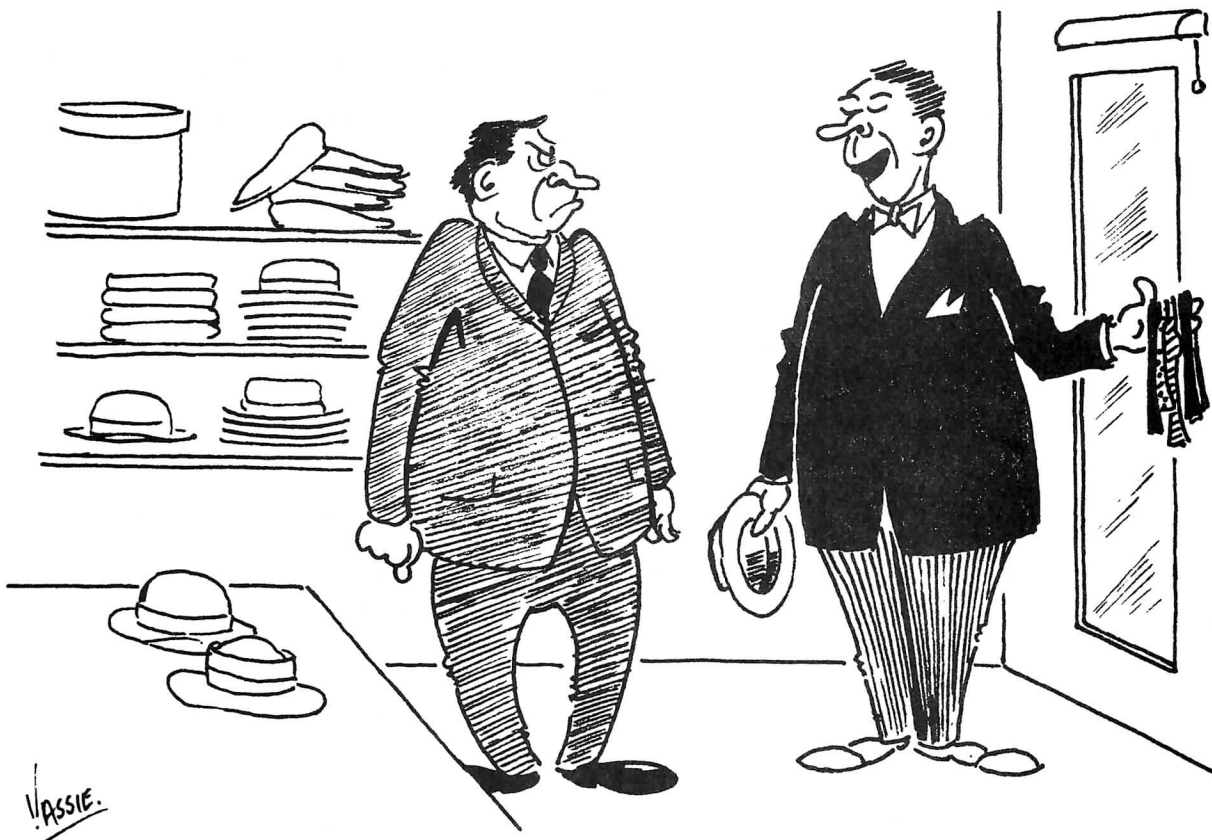
Further information from : Press Office, British Caledonian Airways,
London-Gatwick Airport, Horley, Surrey.
Tel. : 01-668-9311 or Crawley (0293) 27890.

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A man presented his mother-in-law with a chair for her birthday. He was most upset when his wife would not let him plug it in!



Unmasked! G.P.I. Ray Turner and G.P.I. Glenn Hamilton about to start spray-painting on "Baron Maclay". This photo, and that on an earlier page, were sent by Captain J. Mackay.



"HOW ABOUT A BOW TIE THEN, IT'LL MATCH YOUR-AH'MM-PERSONALITY!"

ANOTHER SELECTION OF MOTORISED HAS-BEENS.

TRIAD Numbers 11, 14 and 19 featured between them twenty-five Motoring Ghosts and as two years have now passed since the last group, here are a further ten for those readers who may be interested.

MARSEEL : British - 1919 - 1925. In 1919 D.M.K. Marendaz began to produce a light car from components of outside manufacture. The car had a $1\frac{1}{2}$ litre, four-cylinder side-valve engine made by Coventry Climax, a three-speed gearbox and quarter-elliptic suspension. In 1923 the spelling of the name was changed to Marseal.

The car met with some success in trials, being rugged and having a good performance. A sports version with a 12/40 h.p. engine was produced, for which a speed of 75 m.p.h. was claimed.

FLANDERS : American - 1912 - 1915. The Flanders 20 was built by the Everitt-Metzger-Flanders Company of Detroit, together with a companion make, the E.M.F., and both were marketed by Studebaker. The Flanders was fitted with a four-cylinder engine of $2\frac{1}{2}$ litres capacity and, although the first models had a two-speed transmission, later cars came with three forward gears. Body styles were two-seater (see accompanying photograph) and five-seater open models and a two-seater closed coupe.

Both the Flanders and E.M.F. names disappeared when Studebaker took over all production and marketed all their models as Studebakers.

HOULBERG : Danish - 1913 - 1921. This was a small, light car built in Odense, Hans Christian Andersen's birthplace, by C. Houlberg. The car had a Bugatti-shaped radiator and was fitted with a 12 h.p. four-cylinder Ballot engine. Both two-seater and touring body styles were offered, but it is doubtful if total output exceeded thirty cars.

JEANTAUD : French - 1881, 1893 - 1906. This car had its origins as far back as 1881 when Charles Jeantaud of Paris built an electric car on an experimental basis, but it was not until 1893 that production commenced in earnest. This proved to be a large, carriage-like vehicle with double transverse front springs, two speeds and chain drive. An electric Jeantaud ran in the Paris-Bordeaux Race of 1895 and in 1898 one achieved the speed of 39 m.p.h., a world record at the time, but a record which stood for only one month for another make of car then reached nearly 44 m.p.h.!

In 1903 a range of petrol-driven cars was also offered with two-, three- and four cylinder engines, but these did not remain in production for long. In 1906 Charles Jeantaud committed suicide and his company died with him.

KUROGANE : Japanese - 1935 - 1962. The Kurogane Company of Tokyo specialised in three-wheeled commercial vehicles but they did produce a small four-wheel drive car from 1935 until 1940 equipped with a V-twin, air-cooled engine. The four-wheel drive suggests that it was designed primarily as a military vehicle. From 1957 the company produced small 'camper' cars with four seats and a canvas hood which had a rear-mounted two-cylinder, four-stroke air-cooled engine developing 18 h.p.

CARDEN (and NEW CARDEN) : British - 1912 - 1925. After the First World War there was a great demand for motorised private transport from a car-starved public and a number of concerns commenced manufacture of cars of all types, many of these being small, economy vehicles. Quite a few of the older, well-established firms also concentrated on small machines and one of these was the Carden Engineering Company of Teddington, Middlesex.

This firm produced the Carden Cyclecar, a strange little vehicle, being originally a single-seater with its single-cylinder engine mounted at the rear. In 1919, however, it grew up to some extent by appearing as a two-seater with a two-stroke, flat-twin engine of 700 c.c. which was in one with the rear axle, driving through gearing (the earlier models had been chain-driven and with two forward gears. The car's size continued to increase, for in 1923 it appeared, now named the New Carden, with conventional two- or four-seater open bodies. It was an unusual little car but sold quite well - sales were doubtless aided by its price, £90. The last models produced, in 1923 and 1924, were three-seater tourers and given the name Sheret.

Apperson, introduced a front-engined car fitted with a horizontally-opposed twin engine developing 16 h.p. Following this came a four-cylinder model, but in 1904 there appeared a conventional vertical four-cylinder vehicle, developing up to 40 h.p. and having chain drive. The Apperson was quite an expensive car, the biggest model costing \$7,500 in 1907. A sports model appeared in that year capable of 75 m.p.h., costing \$5,000, and called the Jackrabbit, a name subsequently given to the big touring cars as well.

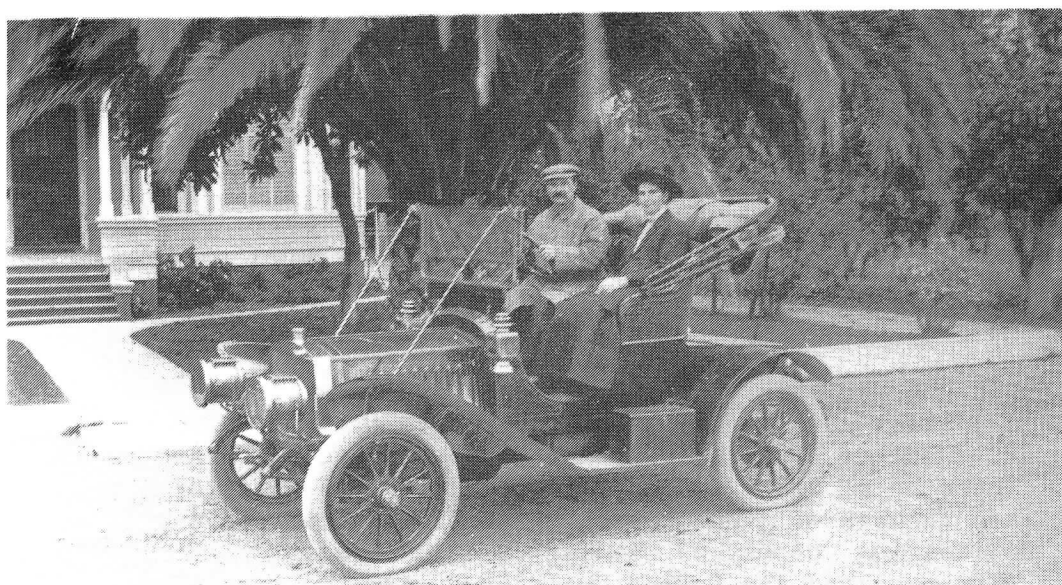
In the 'teens and 'twenties cheaper Appersons were also offered and 1916 saw the company's high point, when 2,000 were sold. In 1917 there came the Silver-Apperson, a surprisingly modern-looking car, and production of Appersons continued until 1926, the later versions fitted with Lycoming six-cylinder in-line engines. The last models were equipped with front-wheel brakes, not a common feature on cars of that period.

LAMMAS-GRAHAM : British - 1936 - 1938. The Lammas-Graham was one of several makes built prior to the Second World War which could be described as 'Anglo-American'. Other makes in the same category were the Brough Superior, fitted with a Hudson six- or eight-cylinder engine, and the Railton, which also used a Hudson, or Terraplane, engine. The chassis and body were of British manufacture.

The Lammas-Graham, however - as the name suggests - used a Graham engine, the six-cylinder supercharged unit of 3.7 litres developing 128 b.h.p. These cars had attractive bodies in drophead coupe, four-door saloon or sports tourer versions.

DIANA : American - 1925 - 1928. The Diana Motors Company of St. Louis, Missouri, was a subsidiary of The Moon Motor Car Company, the latter being a fairly well-known make of car. The Diana was fitted with a four-litre, eight cylinder Continental engine and its radiator was almost indistinguishable from that of the Belgian Minerva. Fairly good driver visibility (by the standard of the times) was achieved on the closed saloon models by them having thin, steel windscreen posts. With such a short production life, the Diana was a fairly rare car and an even rarer version was their town-car, priced at \$5,000.

JAN : Danish - 1915 - 1918. The Jan was an entirely Danish product, being built in Copenhagen, and had a four-cylinder engine and three forward gears. Body styles offered were two- and four-seater coupes and saloons and commercial vehicles were also built. Only about fifty cars had been produced by the time the firm went bankrupt.



A two-seater Flanders of 1912

This car was photographed, when new, in California. It had a sadly short life, for a frightened horse jumped on it and, in addition to other damage, severely twisted its chassis! The fate of the horse remains cloaked in some uncertainty.

Detroit, Michigan, the 'car city', is perhaps not the first place one would think of looking for a piece of operating machinery which is close to, or has reached, its century. However, this is nevertheless where can, be found, or could be until very recently at any rate, not one, but two, ferry boats built years before the nineteenth century came to an end. These are two railway ferries owned by the Canadian National Railway and used for transporting railway rolling-stock across the Detroit River between Detroit and Windsor, Ontario. They are named "Lansdowne" and "Huron".

The regular craft used on this crossing is the "Lansdowne", an iron paddle boat built in 1884 and the last paddler in service on the Great Lakes. She is also the proud bearer of four funnels. Perhaps she would not win top honours in the beauty stakes, but her appearance is certainly unique and eye-catching.

Actually, the "Lansdowne's" story predates 1884 by more than ten years and this enables her to claim her century. In 1872 the Great Western Railway of Canada, when changing from the Old Canadian broad gauge of 5' 6" to the standard gauge of 4' 8½", ordered two propeller-driven railway ferries - the "Transit" and the "Saginaw". As a great many of the Great Lakes ferries were, and are, expected to operate all the year round, one of their accomplishments must be to be able to break through ice and this ability, or lack of it, could determine their fate. The "Transit" and "Saginaw" proved thoroughly unsuccessful at ice-breaking and this led their railway owner of the day to the conclusion that propeller-driven craft were unsuitable for ice-breaking. Accordingly, in 1873 the railway ordered a large wooden paddler, the "Michigan", which proved very manoeuvrable in the ice and had plenty of power but, unfortunately, her hull was of insufficient strength to withstand the pressures of pack ice. This decided the Grand Trunk Railway, which had taken over the Great Western in 1882, to give up the "Transit" and "Saginaw" and to fit the "Michigan's" machinery in a new iron hull. This resulted in the 1873 machinery finding a home in an iron hull built in 1884 and to which was added a wooden superstructure. The result was the "Lansdowne", named after the then Governor General of Canada, the Marquis of Lansdowne. Her iron hull was built in Windsor, so both countries had a hand in her building.

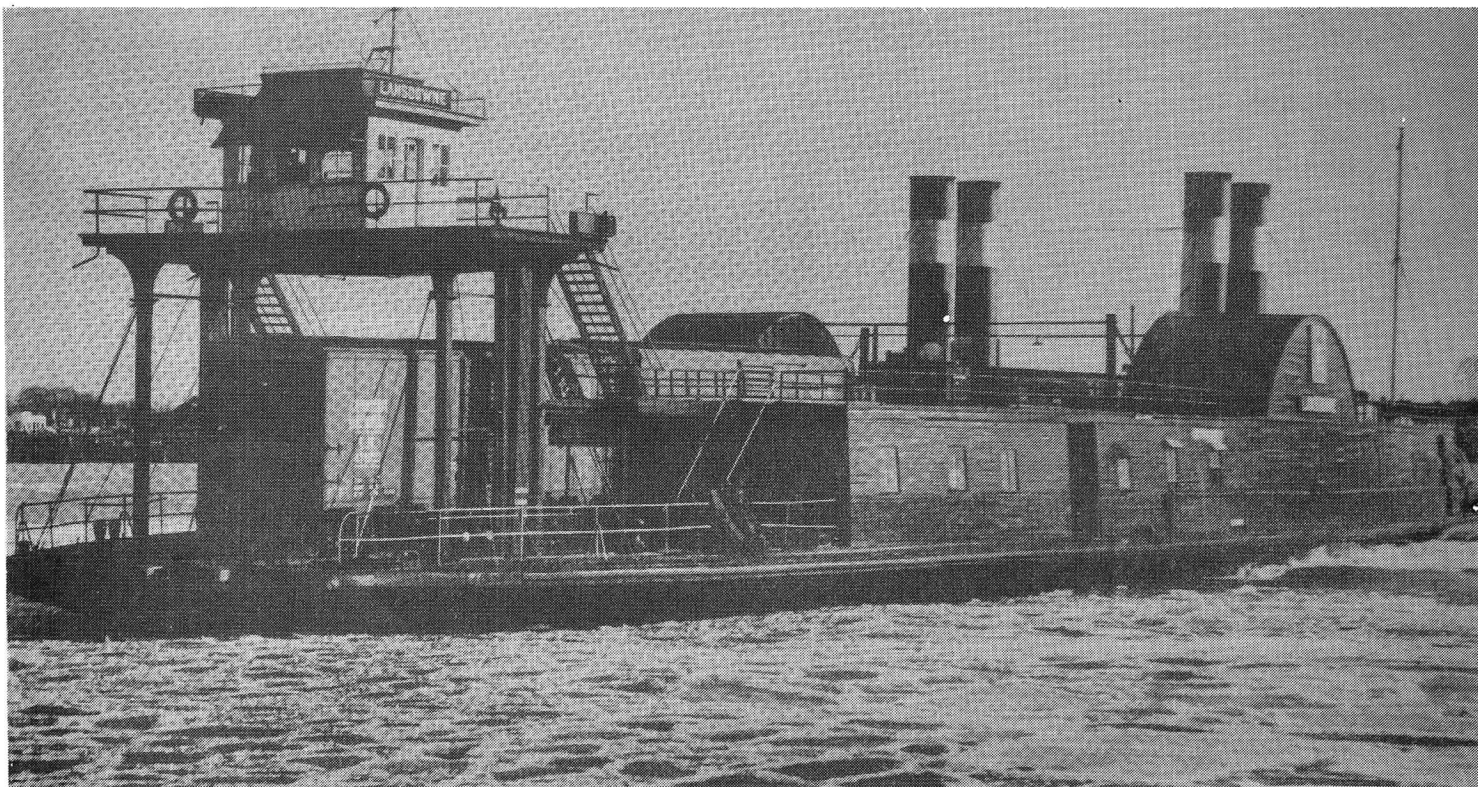
In her original form the "Lansdowne" had pilot-houses both fore and aft, although she always loaded at the bow, and three funnels - one on the port and two on the starboard side. In 1903 a fourth funnel was added and this differed from the other three by having different plating and lacking a small flange around the top. The after pilot-house was removed about 1912 and the remaining pilot-house, which some likened to a Chinese pagoda, lasted until 1962, when it was replaced by a plain, business-like structure.

The "Michigan's" engines which were transferred to the "Lansdowne" are independent, single-cylinder horizontals working at sixty-five pounds pressure and having a stroke of nine feet. They are maintained in excellent condition and the low boiler pressure means that she is fairly economical. In spite of the great age of these engines, they have been one of the chief reasons for the "Lansdowne" being retained in service. Other factors which have combined to keep her going for so long are that she is on a very short route crossing, she operates in fresh water, and she does not normally remain in service throughout the year but perhaps for seven to nine months. She can carry about sixteen U.S. - type railway cars at a time.

Certainly, her route is short. She crosses between ferry slips in Detroit and Windsor, Ontario, which are situated directly opposite one another and this means that she merely reverses out into the middle of the river, does a sharp swing by turning her paddle-wheels in opposite directions (each wheel has independent drive) and heads for the other ferry-slip. Over the years she has proved an excellent ice-breaker. Her paddle-wheels keep the ferry-slips free of ice, and, indeed, she is regarded as the best ice-breaker in the area when it comes to breaking through flat sheet ice. The modern ferries on the Detroit River are large, barge-like craft with two propellers at each end.

They prove efficient for breaking up packs of impacted ice but for the sheet ice already mentioned the "Lansdowne" can claim first honours.

The other vessel used on the crossing, the "Huron", takes over the run when "Lansdowne" is out of service for any reason. Being the 'spare' boat, the "Huron" is the older of the two, having been built in 1875, and she has the honour of being the oldest active ship on the Great Lakes. Indeed, she has held this honour for many years. She is 238 feet long, with an iron hull and is twin-screwed. She is driven by two non-condensing high-pressure engines. The "Huron's" iron hull was built on the River Tyne, then disassembled, taken to the Great Lakes and rebuilt at Port Edward (near Port Huron). Her original area of operations was on the St. Clair River (which runs north/south between Lakes Huron and St. Clair) transporting trains running on the Montreal-Toronto-Chicago main line across that river. This river crossing constituted a serious bottleneck on such a heavily-used main line and accordingly, in the late 1880's, the river was tunnelled, the St. Clair Tunnel being opened for rail traffic in 1891. This of course meant that the "Huron" and her colleague on the crossing the "Internationál", became surplus to requirements and were laid up awaiting buyers. The "Huron" failed to attract a purchaser and therefore lay idle until 1898 when increasing rail traffic on the Windsor, Ontario/Buffalo, New York, route decided the Grand Trunk Railway to purchase her to assist the "Lansdowne" and the "Great Western" (a ferry built in 1866) on the Detroit River crossing.



Train-ferry "Lansdowne"

Accordingly, she was taken down the St. Clair River and across St. Clair Lake to the Detroit River and there refitted prior to entering service. In the early 1920's the operation of these ferries was transferred from the Grand Trunk to the Canadian National Railway and in 1923 this latter railway sold the "Great Western", leaving the "Lansdowne" and "Huron" to carry on. The "Huron", which can carry eleven railway cars, is not very effective in ice conditions and therefore only operates during the milder months. During the winter she is used as a stationary boiler for heating the yard office at Windsor and this causes no difficulty for the amount of traffic to be shifted across the river is never beyond the capabilities of one craft.

A few years ago it was reported that both these vessels were being maintained in excellent condition, passing their surveys with comparative ease, and as traffic does not warrant the building of new craft, these two old veterans may still be good for a few years, taking them over the century.

QUIZ ANSWERS

1. A Yorkshireman, Percy Shaw, in 1934. In over forty years, their design has barely altered.
2. It was originally one of a line of French forts (Chicago was another) between the French territories of Louisiana and French Canada and named Duchesne after the French explorer. After its capture by the British in the Seven Years' War of 1756-63 it was renamed Pittsburgh in honour of the British Prime Minister, Pitt the Elder.
3. In February, 1900, to the "Kaiser Wilhelm der Grosse", just prior to the formation of Marconi Marine on 25th April, 1900. The first ship fitted with wireless equipment by Marconi Marine was the Belgian Line steamer "Princesse Clementine" in December, 1900.
4. A small, non-rigid dirigible airship invented by Horace Short. It is possible the name 'blimp' derives from 'limp', an old-fashioned, unprogressive person as depicted by Colonel Blimp in the David Low cartoons. The 'blimp' dates from about 1915, when they were used on the Western Front for observation purposes.
5. A substance that rotates the plane of polarization of light in a clockwise direction when the observer is looking at the light source.
6. It is a vertical hole, usually dry, formed in limestone. It usually results from the collapse of an over-lying cave-roof, leaving debris at the bottom.
7. It is a method of fixing where screws or nails are obscured from view, usually by overlapping the following timbers.
8. Good, standard, acceptable speech and writing.
9. It means to strike a bowl resting near or against the jack so that the jack is pushed away.
10. Banks and depressions caused by soil-creep resulting from continued ploughing along the slope of a field.
11. The distance travelled by light in a year, equalling 5,880,000 million miles.
12. The Church of Jesus Christ of Latter Day Saints.
13. Small air-filled, thin-walled sacs in the lungs of vertebrates surrounded by blood vessels. They are the main site for the exchange of oxygen and carbon dioxide between air and blood during breathing.
14. It is a clutch built into a fixed-spool reel to enable the line to be drawn from the spool under predetermined tension without corresponding movement of the handle.
15. An addition to a Confirmation. Confirmation is the Scottish legal term for judicial recognition of the title of an executor to deal with the estate of a deceased person; the equivalent of English Probate. The Confirmation document contains an inventory of the estate confirmed.
16. A deserter from the British Armed Forces (underworld slang).
17. An instrument for measuring blood-pressure with the aid of a stethoscope.
18. They were founded by Sir Henry Wood (1869-1944) and first performed in the Queen's Hall, London.
19. Alexander Dubcek.
20. Metal strings, strung over a shallow closed box, are struck with two hammers.

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CROSSWORD SOLUTION

Across

1. Simple
4. Omen
9. Ounce
10. Outside
11. Emanate
13. Reeve
14. Breath
15. Forget
18. Often
20. Attends
22. Heroine
23. Onion
24. Sink
25. Severe

Down

1. Score
2. Mandate
3. Lee
5. Motorboat
6. Noise
7. The best
8. Lower
12. Attention
14. Brother
16. Genuine
17. Water
19. Terns
21. Singe
23. Ore



On August 30th, 1975 Mr. Derek Biggerstaff and Miss Linda Dillon were married at The Immaculate Conception Church, Maryhill Road, Glasgow. The Reception followed at The Pond Hotel, Glasgow, where Derek is seen emphasising the start of their voyage together! Readers will recall from TRIAD No. 23 that Derek is responsible for the printing of TRIAD.

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The following should be read in conjunction with one of the news items to be found in the Office News Section.

Behold him, full of strain and cheer,
(Not to mention gin and beer!)
Holding high his pounding top -
John Maclean's become a Pop!

The easy life he's left behind,
He has a wife and wean to mind.
And not for him a little laddie -
John Maclean's become a Daddy!

No more carousing with the boys
But staying at home to learn the joys
Of coping with a change of nappy -
John Maclean's become a Pappy!

Instead of coming home at four
He'll use that time to walk the floor
And in his arms his daughter gather -
John Maclean's become a Father!

Now he has a little girl
Life will be a hectic whirl.
No more rugby, golf or boozin'
For John Maclean has wee Susan!
Not forgetting his lady wife
Catriona, who's borne the strife.
We wish them all that's gay and gleesome
Now that they're a happy threesome!

E.R.

AWAITING APPOINTMENT

Master	N. Walsh
1st Mate	I. Taylor
" "	A. Weir
3rd Mate	R. Wiggins
Radio Officer	A. Stewart
Ch. Eng.	J. Gilmartin
" "	J. Cochrane
" "	W. Rush
2nd Eng.	A. Miller
" "	J. Riddle
Elect.	G. Bridge
" "	J. Richardson
G.P. Cook	C. MacLeod
P.O.	E. Gibson

VOYAGE LEAVE

Master	F. Dalby
" "	G. Downie
" "	A. Fraser
" "	A. Hunter
" "	B. Lawson
" "	J. MacKay
" "	G. Towers
" "	K. Dootson
" "	P. Richardson
" "	I. Tyrrell
" "	A. Peebles
1st Mate	W. Andersen
" "	P. Dyson
" "	P. Smart
" "	T. Walker
" "	J. Wood
" "	A. Maxwell
" "	E. Fowler
" "	B. Bedworth
" "	T. Lloyd
" "	T. Moodie
" "	R. Harper
2nd Mate	H. Aitchison
" "	J. Melville
" "	W. Runcie
" "	C. Blane
" "	J. Paton
" "	K. Wright
3rd Mate	H. Hanna
" "	J. Philips
" "	N. Smith
" "	T. Dunlop
Radio Officer	B. Breslin
" " "	M. Cairney
" " "	D. Gudgeon
" " "	D. Roche
" " "	J. Forrester
" " "	T. Davies
" " "	I. Leese
" " "	J. Callaghan
" " "	I. MacDonald
Ch. Eng.	T. Dickinson
" "	A. Smith
" "	R. Hartley
" "	M. Martin
" "	D. Campbell
" "	T. Harris

Ch. Eng.	R. Towns
Ch. Eng.	E. Kellie
" "	F. Freeburn
2nd Eng.	T. Campbell
" "	D. Smart
" "	D. Morrison
" "	W. Hughes
" "	D. Pennie
" "	C. Richardson
" "	D. Brown
" "	D. Ball
3rd Eng.	T. Orr
" "	R. Smillie
" "	G. Ramshaw
" "	N. Ramsay
" "	H. Keenan
" "	I. MacRury
" "	R. Dempster
" "	J. Watson
" "	R. Walker
" "	M. Currey
" "	D. McArthur
" "	P. Harvey
" "	A. Cross
" "	K. Kyriacou
" "	D. Girgan
" "	J. Reid
4th Eng.	T. May
" "	P. Broers
" "	W. Keady
" "	D. Thompson
" "	J. Kelly
" "	D. Stark
" "	R. Newall
Jun. Eng.	D. Bell
" "	P. Wilkinson
" "	R. Watkinson
" "	N. Ince
Elect.	W. Hornshaw
" "	B. Martin
" "	S. Hill
" "	R. Bray
" "	J. Parker
" "	H. MacFarlane
" "	W. Fraser
" "	W. Logan
" "	I. Mather
2nd Elect.	D. Beaumont
Cat. Officer	J. Blair
" " "	P. Coles
" " "	R. Cathcart
" " "	E. Hutter
" " "	J. McDonald
" " "	A. Sisi
" " "	J. Smith
" " "	J. McGurk
" " "	F. De Goey
" " "	D. Dyce
" " "	J. Bowden
G.P. Steward	J. Sutherland
" " "	J. Brown
G.P. Cook	I. Gibson
" " "	N. Nagi
C.P.O.	J. Morrison

VOYAGE LEAVE.

C.P.O.	A. Clarke
" "	J. Richardson
G.F.l.	J. Somers-Harris
" "	S. Anderson
" "	J. Milne
" "	T. Cox
" "	J. Gaffney
" "	R. MacLean
" "	D. Cook
" "	R. Johnson
" "	J. Smith
" "	D. MacCalmon
" "	G. Stewart
" "	A. Milne
" "	N. Lillie
" "	M. Goodwill
" "	A. McKenzie
G.P.3.	D. Paterson
P.O.	B. Hassan
"	D. Craig
"	A. Dent
2nd Steward	J. McMahon
Ch. Cook	D. Taylor
2nd Cook Boy	M. Hookham
" " "	D. Campbell
Nav. Cadet	E. Morain
" "	J. Howell
" "	K. McEwan
Eng. Cadet	W. Irvine
" "	G. Smith

STUDY LEAVE

3rd Mate	D. MacKenzie
2nd Mate	E. Kanijo
" "	A. Henderson
" "	H. Corkhill
" "	M. Bajwa
" "	D. Oriatto
" "	D. MacIsaac
3rd Mate	S. Hall
" "	P. Ritchie
" "	D. Fitzpatrick
" "	J. Paget
" "	J. Dobson
4th Eng.	J. Barr
" "	F. Taylor
3rd Eng.	E. Moffat
" "	J. Stone
" "	M. Khan
Radio Officer	D. Wilson

SICK LEAVE

2nd Mate	M. Roche
Radio Officer	A. MacKinnon
2nd Eng.	C. McCrae
" "	A. Cortopassi
4th Eng.	J. Miller
Jun. Eng.	R. Adcock
Elect.	I. Syme
Cat. Officer	I. McDonald
" "	W. Mitchell
G.P. Stws.	S. McCormick
C.P.O.	B. Mahoney
Nav. Cadet	D. Hiddalston
" "	P. Stewart

TRAINING

Nav. Cadet	C. Doris
" "	G. Burke
" "	A. Dinnes
" "	D. Peatroy
" "	R. Bentley
" "	J. Watson
" "	P. O'Sullivan
" "	L. Forbes
" "	P. Cowing
" "	G. Shearer
" "	B. Andrew
" "	J. Campbell
" "	T. Farley
" "	H. Hardie
" "	B. Sharp
" "	C. Groundwater
" "	I. Naughton-Rumbo
" "	B. Wilmott
" "	R. Miller
" "	J. Millar
Eng. Cadet	S. Gadd
" "	N. Anderson
" "	J. Mennie
" "	J. Hardie
" "	M. Sweeney
" "	G. Davidson
" "	A. Taylor
" "	E. Ling
" "	B. Crookston
" "	S. Judah
" "	K. Jackson
" "	W. Glen
" "	D. Robertson
" "	J. Murray
" "	D. Lindsay
" "	G. Young
" "	C. Smith
" "	M. Taylor
" "	J. Hannah
" "	D. McClelland
" "	A. Wink
" "	P. Webb
" "	D. Dunbar
" "	R. Currie
" "	A. Kennedy
" "	M. McLay
" "	W. Moncrieff
" "	A. Sinclair
" "	D. Matheson
Radio Officer	A. MacCallum

STAND-BY

Master	A. Sutherland
2nd Mate	M. Beeley
Ch. Eng.	W. Anderson
" "	R. Durbin

M.V. "CAPE HOWE"

Master	W. Warden
1st Mate	L. Morison
2nd Mate	P. Kapoor
3rd Mate	M. Barrington
Radio Officer	F. Howard
Ch. Eng.	J. Weir
2nd Eng.	R. Jackman
3rd Eng.	G. Law
3rd Eng.	G. Stevenson
Jun. Eng.	R. Healey
Jun. Eng.	R. Henderson
Jun. Eng.	A. Weir
Elect.	D. McLellan
Cat. Officer	E. Crosby
Ch. Cook	C. Bain
Nav. Cadet	R. Gernon
Nav. Cadet	M. Goodman
Eng. Cadet	J. Nelson

M.V. "CAPE NELSON"

Master	W. Greatorrex
1st Mate	N. Brewer
2nd Mate	A. Peter
3rd Mate	C. Aikman
Radio Officer	C. Ritchie
Radio Officer	J. Staig
Ch. Eng.	A. Alexander
2nd Eng.	J. Williams
3rd Eng.	R. Porteous
4th Eng.	P. Canning
Jun. Eng.	N. Brown
Jun. Eng.	J. Barclay
Jun. Eng.	J. McKenzie
Elect.	J. McIntyre
Cat. Officer	R. Diamond
2nd Steward	E. Kelly
Ch. Cook	C. Green
2nd Cook Boy	J. Nitkowski
Bosun	P. McPhee
E.R.S.	A. Abdi
Nav. Cadet	D. Skinner
Nav. Cadet	C. Marshall

M.V. "CAPE SABLE"

Master	T. Baker
1st Mate	J. Purdon
2nd Mate	R. Dodd
3rd Mate	W. Mitchell
Radio Officer	M. Thomas
Ch. Eng.	A. Metcalf
2nd Eng.	J. Robertson
3rd Eng.	A. Dias
3rd Eng.	G. McNeil
4th Eng.	P. Peacock
Jun. Eng.	A. Marrs
Elect.	G. Andrews
Cat. Officer	W. Gilmartin
2nd Steward	V. Bettis
Ass. Steward	G. Fyvie
Ch. Cook	N. Mathieson
2nd Cook Boy	J. Brown
Bosun	A. Wilson
A.B.	C. Thomas
A.B.	T. Herd

A.B.	R. McNeil
E.D.H.	I. Rodger
E.D.H.	G. Crawford
E.D.H.	A. McPhee
E.D.H.	J. Ridley
E.R.S.	W. Panes
DnkyGr.	G. Greenway
DnkyGr.	W. Rees
DnkyGr.	M. Stephens
Fire cl.	J. Lloyd-Davies
Nav. Cadet	S. Murray
Nav. Cadet	K. Nicholls
Eng. Cadet	L. MacLeod

M.V. "CAPE WRATH"

Master	C. Strachan
1st Mate	D. Clarke
2nd Mate	D. Lloyd
3rd Mate	C. Williamson
Radio Officer	J. Thomson
Ch. Eng.	J. Watson
2nd Eng.	J. Versteeg
3rd Eng.	J. Dillon
3rd Eng.	B. Edwards
4th Eng.	E. Carter
Jun. Eng.	D. Barrie
Elect.	D. Rowand
Cat. Officer	J. Weir
Ch. Cook	P. Mawston
2nd Cook Boy	J. Hanna
Bosun	D. Budd
A.B.	J. Weaver
A.B.	A. McNulty
A.B.	J. McLean
A.B.	D. McMahon
E.D.H.	E. Manca
E.D.H.	R. Ross
E.R.S.	W. McQueen
DnkyGr.	D. Dowd
DnkyGr.	E. Webb
DnkyGr.	G. Wood
Fire Cl.	P. Powell
Nav. Cadet	J. Smyth
Nav. Cadet	R. Kirkpatrick
Eng. Cadet	M. Fyfe

M.V. "CAPE YORK"

Master	P. Hall
1st Mate	E. Williams
2nd Mate	R. Bucknall
3rd Mate	D. Fenton
Radio Officer	D. Poole
Ch. Eng.	W. Wallace
2nd Eng.	A. Warren
3rd Eng.	L. Donlan
3rd Eng.	T. Quigley
4th Eng.	P. Lee
Jun. Eng.	G. Pelly
Elect.	D. Gibb-Mawhinney
Cat. Officer	E. McLaughlin
Ch. Cook	J. Riddle
Bosun	G. Williams
A.B.	B. Morrison
A.B.	J. Soutar

M.V. "CAPE YORK"
Cont'd.

A.B.	J. McCallum
A.B.	L. Maceachan
A.B.	I. Wallbanks
A.B.	A. Agnew
E.D.H.	G. Wybar
E.R.S.	G. Wride
DnkyGr.	T. Mathias
DnkyGr.	J. Hendry
DnkyGr.	A. Evans
Fire Cl.	C. Pegley
Nav. Cadet	C. Brown
Nav. Cadet	R. Simpson
Eng. Cadet	A. Smith

M.V. "BARON RENFREW"

Master	T. Edge
1st Mate	D. White
Ch. Eng.	B. Denmark
2nd Eng.	D. Drummond
3rd Eng.	H. MacPhail
4th Eng.	I. MacPherson
Elect.	P. Wilson
2nd Elect.	J. Morrison
Cat. Officer	T. Robson
G.P. Steward	W. McIntyre
G.P. Cook	J. Harrison
G.P. Cat. Boy	B. Hughes
G.P. Cat. Boy	P.O. Kane
C.P.O.	J. McFarlane
G.P.l.	A. Picken
G.P.l.	G. French
G.P.l.	N. Scott
G.P.l.	K. Forrington
G.P.l.	A. Wilkie
G.P.l.	C. Hodson
G.P.l.	P. Hutson
P.O.	R. Nelson
Nav. Cadet	C. Parton
Nav. Cadet	J. Drever
Eng. Cadet	F. Drever

M.V. "BARON ARDROSSAN"

Master	C. MacLean
1st Mate	A. Michie
2nd Mate	D. Cursiter
3rd Mate	E. Moodie
Radio Officer	D. Humble
Ch. Eng.	F. Young
2nd Eng.	D. Anderson
3rd Eng.	D. Dunlop
3rd Eng.	J. Campbell
Elect.	F. Shelley
Cat. Officer	J. Smith
G.P. Steward	W. McLean
G.P. Cook	A. Paterson
G.P. Cat. Boy	J. Jackson
G.P. Cat. Boy	S. Bryan
G.P. Deck Boy	J. Innes
C.P.O.	J. McCormack
G.P.l.	J. Betty
G.P.l.	K. Weaver
G.P.l.	G. Weston
G.P.l.	J. Docherty

G.P.l.	M. Woods
G.P.l.	S. Tennant
G.P.l.	T. Courtney
P.O.	N. Watkins
Nav. Cadet	J. Blance
Nav. Cadet	R. MacDonald
Eng. Cadet	P. Shotton

M.V. "CAPE HORN"

Master	J. Jennings
1st Mate	J. Houston
2nd Mate	K. O'Neill
3rd Mate	W. McKie
Radio Officer	G. Walker
Ch. Eng.	G. McEwen
2nd Eng.	D. Anderson
3rd Eng.	H. Caldwell
4th Eng.	I. Rennie
4th Eng.	G. Douglas
Elect.	J. Hall
Cat. Officer	I. Neave
G.P. Steward	J. Cross
G.P. Cook	J. Ridgeway
G.P. Cat. Boy	L. Shortman
G.P. Cat. Boy	M. Butler
G.P. Deck Boy	I. Benzie
C.P.O.	D. McGuire
G.P.l.	B. MacKinnon
G.P.l.	A. Patrick
G.P.l.	S. Pyne
G.P.l.	D. Canning
G.P.l.	C. Gallagher
G.P.l.	D. White
G.P.l.	P. Shotton
P.O.	R. Jones
Nav. Cadet	R. Johnston
Eng. Cadet	R. Morrice

M.V. "CAPE RACE"

Master	L. Hocking
1st Mate	S. Wright
2nd Mate	J. Gillespie
3rd Mate	H. Watson
Radio Officer	J. MacNeil
Ch. Eng.	K. Malhotra
2nd Eng.	H. Miller
3rd Eng.	C. Greig
3rd Eng.	D. McFadyen
Jun. Eng.	A. Starrs
Elect.	A. Dodds
Cat. Officer	E. Trotter
G.P. Steward	E. Ridley
G.P. Cook	A. Other
G.P. Cat. Boy	O. Breedy
G.P. Cat. Boy	R. Pearce
L. Ali	C.P.O.
G.P.l.	V. Straker
G.P.l.	R. Manifold
G.P.l.	L. Ward
G.P.l.	W. Barker
G.P.l.	P. Robinson
G.P.l.	G. Higgins
G.P.l.	B. Lochinvar

G.P.2.	D. Lochinvar
G.P.2.	P. Talbot
G.P.2.	R. Daniels
P.O.	R. Dow
Nav. Cadet	G. Gray
Nav. Cadet	R. MacLean
Eng. Cadet	R. Dodds

M.V. "BARON BELHAVEN"

Master	D. Sinclair
1st Mate	D. Jones
2nd Mate	W. Finnie
3rd Mate	R. Abercrombie
Radio Officer	J. Kell
Ch. Eng.	N. Ogilvie
2nd Eng.	G. Harrison
3rd Eng.	W. MacDonald
4th Eng.	W. Sewell
4th Eng.	A. Dabee
Elect.	G. Rutherford
Cat. Officer	R. Kerr
G.P. Steward	K. Dookham
G.P. Cook	F. Scotland
G.P. Cat. Boy	G. O'Donochue
G.P. Cat. Boy	Y. Boudhram
C.P.O.	G. Adams
G.P.1.	F. Bryan
G.P.1.	C. Joseph
G.P.1.	D. Lochinvar
G.P.1.	E. Congreaves
G.P.1.	I. Davidson
G.P.1.	B. Talbot
G.P.2.	T. Singh
G.P.2.	H. Charles
P.O.	C. Kitt
Nav. Cadet	C. Campbell
Nav. Cadet	D. Farrington

M.V. "BARON INCHCAPE"

Master	M. Murray
1st Mate	W. Fleming
2nd Mate	C. McCurdy
3rd Mate	G. Adams
Radio Officer	A. Honan
Ch. Eng.	S. Suttie
2nd Eng.	W. Jones
3rd Eng.	G. Clement
4th Eng.	P. Gray
Jun. Eng.	D. Miller
Elect.	R. Knight
Cat. Officer	R. Loadwick
G.P. Steward	F. Dawson
G.P. Cook	R. Kan
G.P. Cat. Boy	W. Andrew
C.P.O.	N. Buchanan
G.P.1.	J. Challis
G.P.1.	J. Buchan
G.P.1.	W. Wilson
G.P.1.	C. Hodge
G.P.1.	K. Bygott
G.P.1.	D. Hogan
G.P.1.	R. Moore
P.O.	T. McQuade
Nav. Cadet	R. MacDonald
Eng. Cadet	G. Cowie

Master	D. Innes
1st Mate	W. Sloan
2nd Mate	A. Nisbet
3rd Mate	D. Smith
Radio Officer	D. Anderson
Ch. Eng.	G. Mitchell
2nd Eng.	W. Adamson
3rd Eng.	A. Harbinson
4th Eng.	S. Askew
Jun. Eng.	E. Graham
Elect.	J. Leiper
2nd Elect.	K. Williamson
Cat. Officer	G. Daddy
G.P. Steward	J. McMenemy
G.P. Cook	W. Thomson
G.P. Cat. Boy	A. Alexander
G.P. Cat. Boy	S. Robb
G.P. Deck Boy	A. Morning
C.P.O.	D. Smart
G.P.1.	G. Hamilton
G.P.1.	A. McMichael
G.P.1.	R. Turner
G.P.1.	J. Stevens
G.P.1.	M. Davey
G.P.1.	N. Stadden
G.P.1.	N. McInnes
G.P.1.	D. Beaumont
P.O.	M. McPhee
Nav. Cadet	N. Hay
Nav. Cadet	D. Finlayson

M.V. "BARON WEMYSS"

Master	J. Jones
1st Mate	C. MacDonald
2nd Mate	A. Logan
3rd Mate	I. Waters
Radio Officer	W. McIlroy
Ch. Eng.	I. Munro
2nd Eng.	W. Drennan
3rd Eng.	P. Hopley
4th Eng.	H. Hay
Elect.	D. Noble
Cat. Officer	J. Clancy
G.P. Stws.	I. Potten
G.P. Stws.	C. Brough
G.P. Cook	J. Brown
G.P. Cat. Boy	G. McKinnon
G.P. Deck Boy	W. Shearer
C.P.O.	A. Smith
G.P.1.	J. Russell
G.P.1.	W. Power
G.P.1.	J. Dalrymple
G.P.1.	N. Swales
G.P.1.	J. Harrison
G.P.1.	M. MacIver
G.P.1.	S. Giles
P.O.	D. Carmichael
Nav. Cadet	P. Lane
Eng. Cadet	A. MacPhee
Eng. Cadet	J. Morrison

M.V. "CAPE GRAFTON"

Master	M. Turton
1st Mate	P. Brooks
2nd Mate	A. Latty

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

M.V. "CAPE GRAFTON"

2nd Mate	S. Barker
3rd Mate	N. Wilson
Radio Officer	J. McCool
Ch. Eng.	R. Taylor
2nd Eng.	G. Sellars
3rd Eng.	A. Walker
4th Eng.	B. Frost
Jun. Eng.	A. Samuel
Elect.	B. Hallas
Cat. Officer	A. McGill
G.P. Steward	R. Hill
G.P. Cook	G. Dunn
G.P. Cat. Boy	A. Thomson
G.P. Cat. Boy	T. Hamilton
G.P. Deck Boy	M. Doheny
C.P.O.	M. Boddy
G.P.l.	D. MacLachlan
G.P.l.	J. Sander
G.P.l.	B. Masters
G.P.l.	H. Kerr
G.P.l.	I. Holmes
G.P.l.	B. McQuiggan
G.P.l.	W. Wilson
P.O.	P. Sharman
Nav. Cadet	I. MacLeod
Nav. Cadet	W. Esler

M.V. "CAPE LEEUWIN"

Master	G. Roger
1st Mate	D. Taylor
2nd Mate	T. Kee
3rd Mate	D. Johnston
Radio Officer	L. Anderson
Ch. Eng.	E. Good
2nd Eng.	T. Procter
3rd Eng.	G. McPherson
3rd Eng.	P. Knapp
Elect.	R. McIntosh
2nd Elect.	P. MacCormick
G.P. Steward	W. Black
G.P. Cook	D. Hughes
G.P. Cat. Boy	A. Copeman
G.P. Cat. Boy	I. Ward
G.P. Deck Boy	M. Bodcock
C.P.O.	D. McMahon
G.P.l.	M. Jenkins
G.P.l.	A. George
G.P.l.	A. Fagg
G.P.l.	A. Mills
G.P.l.	A. Brownlie
G.P.l.	A. McKenzie
G.P.l.	R. Addison
G.P.l.	B. Wride
P.O.	I. Thomson
Nav. Cadet	M. Kenny
Nav. Cadet	S. Hayward

M.V. "CAPE GRENVILLE"

Master	S. Readman
1st Mate	I. Wemyss
2nd Mate	D. Coe
3rd Mate	I. MacKay
Radio Officer	J. Tomlinson
Ch. Eng.	D. Wright
2nd Eng.	I. MacKenzie
3rd Eng.	S. Beeley
4th Eng.	A. Christie
Elect.	G. Horwood
Cat. Officer	J. Campbell
G.P. Stws.	S. McCulloch
G.P. Stws.	N. Brown
G.P. Cook	M. Treanor
G.P. Cat. Boy	K. MacIntyre
G.P. Deck Boy	J. Ure
C.P.O.	E. Brennan
G.P.l.	G. Senter
G.P.l.	R. Patterson
G.P.l.	G. Rutherford
G.P.l.	J. Morrison
G.P.l.	M. MacKenzie
G.P.l.	G. Need
G.P.l.	A. Campbell
P.O.	F. Courtney
Nav. Cadet	H. McWilliam
Nav. Cadet	K. Hastie
Eng. Cadet	V. McCourt

SHIP NEWS (con'd. from Page 4)

"CAPE HOWE" arrived in the Clyde 27th October prior to discharging in Glasgow. On completion she will sail for Nouadhibou to load for Cardiff.

"BARON INCHCAPE" is presently at Geraldton, Eastern Australia, where she is loading, with completion at Fremantle, cargo for Bangladesh.

"CAPE LEEUWIN" arrives at Nauru on or about the 1st November where she will load phosphate for Tauranga and Napier, New Zealand.

"BARON MACLAY" is due at Long Beach, California, on the 12th November and will there load cargo for Indonesia.

"CAPE NELSON" arrived at Port Cartier on the 30th October to load cargo for Birkenhead.

"CAPE RACE" is presently at Port Alfred and on completion there will proceed to Norfolk, Virginia, to load for Spain.

"BARON RENFREW" On completion of repairs at Rotterdam about the 5th November this ship will sail for St. Croix and there load for Portland, Oregon.

"CAPE SABLE" is due at Port Pirie on the 26th November and will load part-cargo there, completing at Adelaide, for Antwerp.

"BARON WEMYSS" is presently proceeding towards Indonesia and, on arrival, will discharge - indicated Djakarta and Surabaya - cargo loaded at Corpus Christi, Texas.

"CAPE WRATH" arrived at Gijon from Port Kembla on the 28th October.

"CAPE YORK" expects to arrive in Indonesia on the 5th November to discharge cargo loaded at Beaumont, Texas. Her indicated discharging ports are Ujung Pandang and Djakarta.

COVER : Readers will have noticed that the Cover now displays the new S.S.M. Houseflag.

ERRATUM : The top and bottom photographs on Page 7 have been transposed - our apologies!
