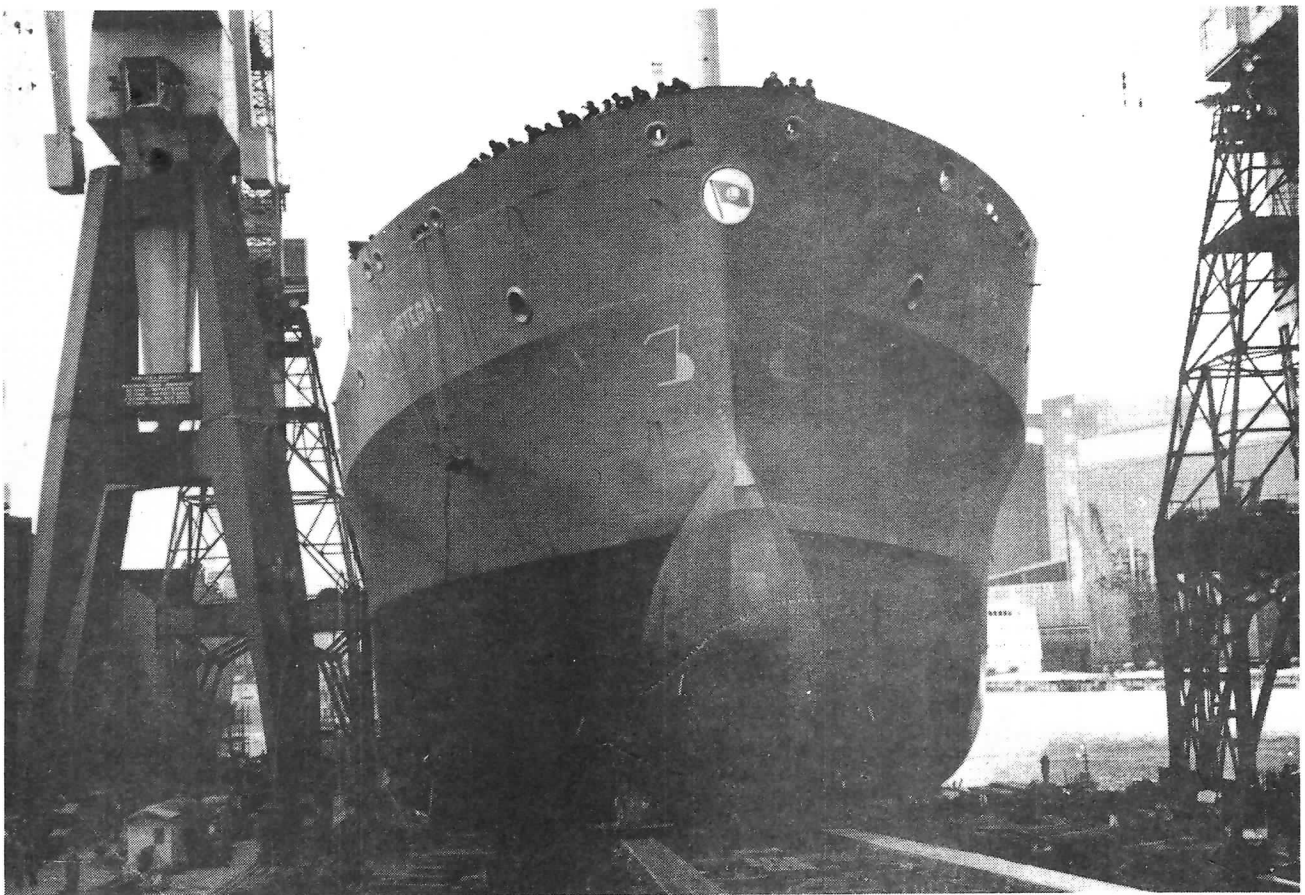


TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "CAPE ORTEGAL"

No. 26 WINTER 1975/76

E D I T O R I A L

This being the first TRIAD for 1976, it is appropriate that some reference should be made to the performance of the Company and of the vessels managed during the previous year.

Although hit by the worldwide problem of escalating costs, Scottish Ship Management Limited returned a satisfactory overall profit for the year. Losses in ship management were more than offset by very satisfactory returns from our subsidiary companies.

Unfortunately, the Freight Market during the year has gone from bad to worse and at the time of writing no early improvement can be seen. Therefore, it will be necessary for all of us to watch costs more carefully in the days ahead and we will be most appreciative to receive from anyone constructive suggestions outlining their ideas where a cost saving may be possible, either by modifications to equipment or by a change in working methods. Our thanks go to those who have consistently done their utmost to ensure that the best results possible were achieved.

Certain minor changes are presently under way in the Office which, it is hoped, will result in improved communication and service to vessels.

In order to improve further the operation of vessels fitted with medium-speed engines, this class of ship has been programmed homewards so that certain modifications and routine overhaul of main engines can be undertaken. Included in this work will be the fitting by Stork Werkspoor of their latest MIP lubrication system which has been tested by us and proved to be effective. We are sure that many Engineers will welcome this news as it will mean a considerable reduction in the amount of time and effort required at present for the maintenance and cleaning of engines. We are confident that by adopting this new system a general improvement of engine-room upkeep will result and allow more effort and concentration to be put into other areas of routine inspection and maintenance.

Future of TRIAD. As you know, the main purpose of TRIAD is to act as a link between those at sea and those ashore and to communicate information of mutual interest. It has been successful in achieving this objective but it is felt that there is room for further improvement and we are presently considering how this can best be achieved. It is expected, therefore, that the next edition may be in a different format and the contents may change. It is our intention to increase the amount of Company and Fleet information and to give more detail on what is going on in the Company and on each ship. If this is to be achieved we will need a greater amount of information from and participation and co-operation by members of our Seastaff on a regular basis. It may also be that the distribution of TRIAD may become restricted.

Mr. William Nicholson. Mr. William Nicholson, Chairman of Lyle Shipping Company Limited, has recently had a double operation described officially, and medically, as ureterolithotomy - left side, and repair of right inguinal hernia. In language more understandable to most of TRIAD's readers Mr. Nicholson had a stone removed from a kidney on the port side and a hernia dealt with on the starboard. He came out of drydock on 31st January, 1976 - slightly tender amidships - but we are glad to say that he has since made excellent progress and we were pleased to see him back at the Office on 24th February.

Mr. Nicholson has mentioned that whilst in drydock a package was delivered to him from his friend and counterpart, the Chairman of Hogarth, with a note reading as follows: 'One, if not two coats of anti-corrosive/anti-fouling are essential before undocking; here are a couple of samples with best wishes from all at Hogarth'. As the 'samples' consisted of two excellent brands of pure, eight-year-old Scotch malt whisky, Mr. Nicholson is firmly of the opinion that the spiritual effect has contributed in no small manner to his speedy recovery.

Mr. Norman K. Bowers. As you all know, Mr. Norman K. Bowers was engaged by the Company as Technical Director in July, 1972, at a time when we had extremely serious problems with medium-speed engines in eleven ships under our management. He was charged with the duty of advising which type and make of medium-speed engine to buy and fit in place of the Ruston medium-speed engines which had proved unsatisfactory and he was also charged with supervising the re-engining and the subsequent initial operation.

Mr. Bowers' work in this field is now complete and the day-to-day running of the fleet will in future be handled by our Superintendents. In view of this, Mr. Bowers has tendered his resignation to the S.S.M. Board and this has been accepted but meantime he is remaining as Technical Consultant.

Mr. Alexander M. Duguid. We were very sorry to learn of the sudden death - on 19th November, 1975 - of Mr. Alexander Muir Duguid who, as many readers will know, spent most of his working life with Lyle Shipping Company Limited. He joined Lyle in 1926 as an Engineer and in 1958 became Senior Engineering Superintendent, a position he held until his retirement in 1961. His funeral was in Glasgow on 22nd November.

Our deep sympathy goes to Mrs. Duguid and their son, Mr. David Duguid.

Mr. A.B. Willings. We were pleased to welcome Mr. A.B. Willings, of Universal Charterers Pty. Limited, Sydney, N.S.W., to the Office on 25th November, 1975. He left Glasgow two days later for 'points east' prior to returning home to Australia.

Our congratulations to :

Dr. Hugh C. Hogarth, a Director of Hogarth Shipping Company Limited, and Miss Miranda J. Tindal-Carill-Worsley on their engagement, announced on 12th January.

Mr. and Mrs. Andrew M. Nicholson on the birth of their daughter, Elizabeth Anne, on 11th December, 1975.

Mr. J.P. Daly and Miss Moira MacLean, who were married on 28th February, 1976. Moira was formerly with S.S.M.

Mr. and Mrs. H. Inglis on the birth of their son on 30th January, 1976. Elizabeth was formerly Secretary to Mr. P. Smith.

Miss M. Wightman on the announcement of her engagement to Mr. E. Hanlon on 22nd November, 1975.

Mrs. Sandra Allan (formerly, she typed for Captain R. Love) and Mr. Allan on the birth of their daughter Stephanie on 31st January, 1976.

- - - - -

Mr. I. Munro recently joined the Office Staff as Engineer Superintendent. He previously sailed as Chief Engineer with the Company.

Mrs. P. Hayes joined the Staff on 1st December, 1975 as Secretary to Mr. P. Smith.

Mrs. Jane Howells joined the Personnel Department on 5th January, 1976.

Benny Goodwin joined the Staff on 26th January, 1976 as Office Junior.

Miss Anne Macdonald joined the Staff on 9th February, 1976 as Clerkess/Typist in the Accounts Department.

- - - - -

OFFICE NEWS (continued)

Many readers will remember Mr. Alec C.R. McIntosh, who had to retire from the Office a few years ago owing to ill health. On 2nd December, 1975, at a function held on board "Carrick" in Glasgow, Alec was made an Honorary Member of the Clyde '72 Club 'In recognition of his long services to Shipping in the Clyde Area'.

The Glasgow Shipowners' and Shipbrokers' Benevolent Association's Annual Dinner was held at the Albany Hotel, Glasgow, on 11th November, 1975. A party of 38, which included guests, attended from the Office.

The Office Dinner-Dance was held at the Exchange Restaurant, Glasgow, on the 21st November, 1975 and, as on previous occasions, was much enjoyed by all.

A Christmas Office Party was held on 24th December, 1975 in the 'ballroom' (Room No. 9 in the plan appearing on Page 19 of TRIAD No. 23) and was voted a great success.

PERSONNEL NEWS

As will be noted elsewhere in this issue, Stewardesses have been introduced on "Cape Ortegall", bringing the number of ships carrying these ladies within the fleet at present to three. "Cape Horn" and "Baron Ardrossan" are next in line.

Our congratulations to :

Mr. N. Wilson on his promotion to 2nd Officer.

Mr. W. Mitchell, 3rd Officer, who has passed his 2nd Officer's Certificate.

Mr. N. Smith, 3rd Officer, who has also passed his.

Mr. D. MacKenzie, 3rd Officer, who has passed ONC/2nd Officer's Certificate.

Mr. B. Sharp, 3rd Officer, who has passed ONC.

Mr. B. Andrew, 3rd Officer, who has also passed ONC.

Mr. D. Thompson on his promotion to 3rd Engineer.

Mr. J. Morrison and Mr. J. Nelson on successfully completing their Engineer Cadetships. Both are now serving as Junior Engineers within the fleet.

Mr. M. Treanor on his promotion to Catering Officer ("Cape Nelson").

Mr. R. MacLean on his promotion to C.P.O. ("Baron Inchcape").

Mr. and Mrs. D. McLellan on the birth of their daughter, Joanne, on 10th December, 1975.

Mr. and Mrs. Blane on the occasion of their marriage in Bombay on 19th October, 1975. Mr. Blane is 2nd Officer presently serving on "Cape Grenville" and his wife is accompanying him on the voyage.

Chief Officer and Mrs. N. Brewer on their marriage on 17th January, 1976.

Mr. and Mrs. J. Barr on the occasion of their marriage on 23rd January, 1976.

Radio Officer G. Walker and Miss Ann Wetherspoon on their recent engagement.

Engineer Cadet M. McLay and Miss L. Clive on the announcement of their engagement on 14th February, 1976.

SHIP NEWS (As at 26th February, 1976).

"BARON ARDROSSAN" sails from Antwerp on the 27th February after completion of repairs and is proceeding towards Pointe Noire where she will load for Japan.

"BARON BELHAVEN" sailed from Kubikenborg on the 18th February and bunkered at the Kiel Canal prior to commencing passage for Port Kamsar where she will load for Port Alfred. It is not surprising that, prior to her arrival at her Swedish discharging port, she encountered open pack ice in the Gulf of Bothnia.

"BARON DUNMORE" sailed from Whamoa on the 25th February after loading a cargo for Indonesia.

"CAPE GRAFTON" is presently at Djakarta, from where she may sail on 1st March, after discharging the balance of her cargo - her first port of discharge having been Ujung Pandang. From Djakarta she will sail for Western Australia to load a further cargo for Indonesia. On completion in Indonesia she will move to Port Pirie and Adelaide to load for Antwerp.

"CAPE GRENVILLE" is presently on passage towards Antwerp, having passed Cape Town on the 24th February, with cargo loaded at Port Pirie and Melbourne. We look for her arrival at Antwerp on or about the 12th March and on completion there she will complete discharge of the balance of her cargo at Heroya, Norway. On sailing from Heroya she moves to Amsterdam for repairs.

"CAPE HORN" sailed from Antwerp on the 24th February after carrying out some repairs and is proceeding to the U.S. Gulf where she will load for Indonesia.

"CAPE HOWE" sailed from Glasgow on the 20th February for Murmansk. There she will load iron ore for discharge at Immingham and after this voyage she will sail to Narvik to load iron ore for Glasgow. On completion at the latter port she will shift to Belfast for drydocking.

"BARON INCHCAPE" discharged part-cargo at Ujung Pandang and completed discharge at Djakarta, sailing from the latter port on the 24th February. She is proceeding to Port Pirie, thence Adelaide, to load for U.K./Continent.

"CAPE LEEUWIN" arrived at Wallaroo on the 22nd February to load cargo for Colombo.

"BARON MACLAY" is presently on passage towards Antwerp, where she is due on or about 18th March and where she will discharge cargo loaded Adelaide, South Australia.

"CAPE NELSON" sailed from Birkenhead on the 17th February after discharging and arrived Narvik 23rd February to load iron ore for Glasgow.

"CAPE ORTEGAL" sailed from Pointe Noire on the 18th February after loading cargo there for Japan, indicated Tachibana and Hachinoe.

This ship is, of course, on her maiden voyage and prior to sailing from the Clyde on the 3rd February she was officially handed over by her Builders to her Owners on Monday, 2nd February. Your Editor had the pleasure of being present at the simple, informal ceremony held on the port wing of the bridge of the ship when, at 2.30 p.m. that day, Mr. A. Gilchrist, Managing Director of Govan Ship-builders Limited, handed the ship's papers to Mr. H.A. Walkinshaw, Managing Director of Lyle Shipping Company Limited, and at the same time the Builder's flag was lowered and the Lyle houseflag raised. Mr. Walkinshaw then presented the papers to Captain K.N. Deetson, the ship's Master, and on looking aloft once more, the Lyle flag had come down and the S.S.M. houseflag flew in its place; so, the Lyle flag had been aloft for all of two minutes!

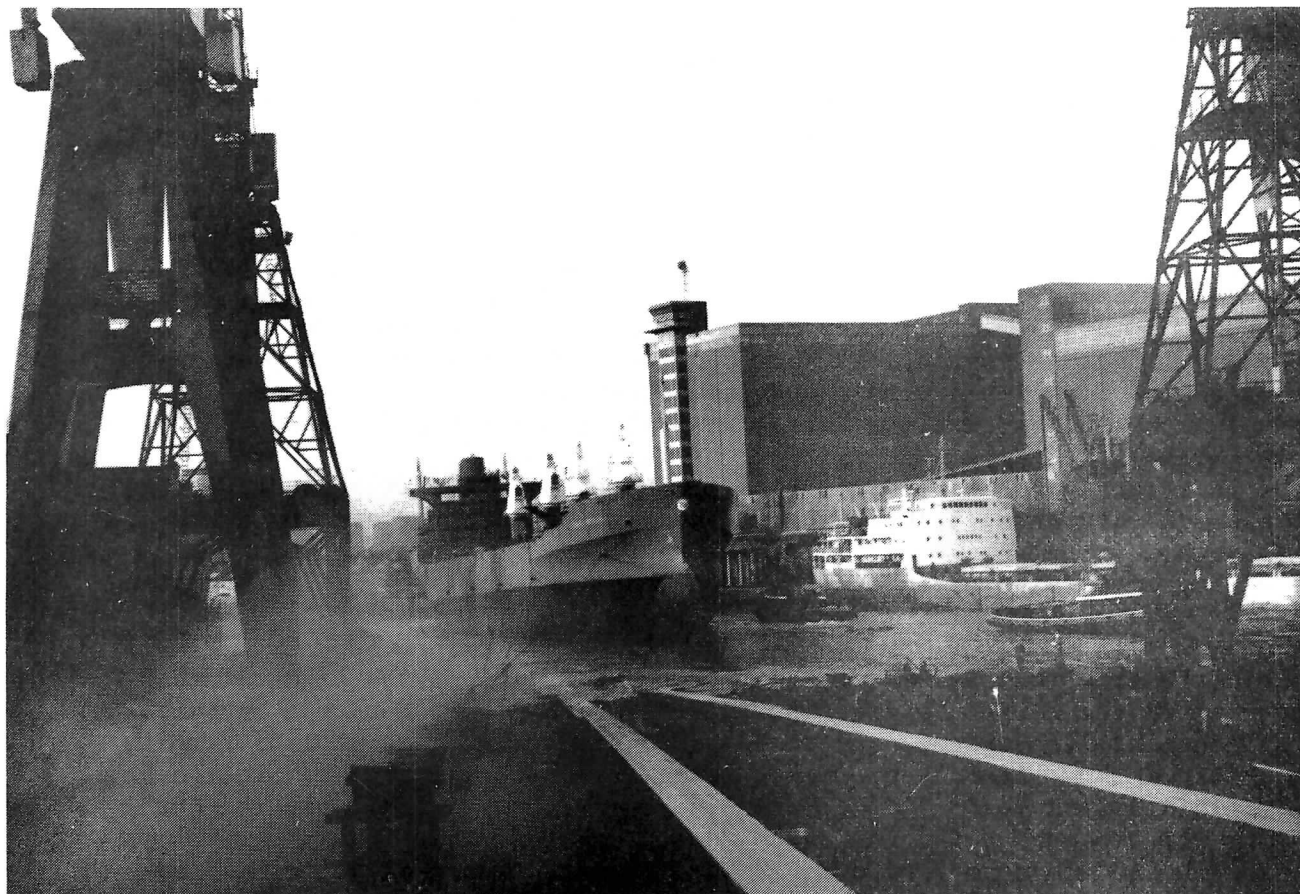
Prior to this ceremony those present had gathered in the Officers' Smokerroom, or more precisely at the "Duchess of Hamilton" Bar in the Smokerroom, where Stewardess Norma Brown did the honours in a most efficient and charming manner. Her colleague on "Cape Ortegal" is Miss Collette White, from which it is evident that there is no colour-bar on board the ship!

Following the flag-raising ceremony the opportunity was taken to look over the ship and she made a most favourable impression - the standard of accommodation, equipment and finish throughout being of a high standard, which augurs well for "Cape Rodney", "Baron Napier" and "Baron Pentland".

Our best wishes go with this fine addition to the fleet.

"CAPE RACE" is expected to arrive at Port Alfred on the 25th February, although a precise arrival time may depend upon ice conditions. Recent reports have indicated ice two or three feet thick in the Saguenay River and close pack ice in the St. Lawrence. Thereafter she loads at Port Esquivel for Kubikenborg.

"BARON RENFREW" sailed from Nagoya on the 18th February after discharging part of the cargo loaded at Vancouver, B.C. and moved to Kobe to complete discharge, her expected completion 25th February. After completion, she will sail back across the North Pacific to load (indicated Portland, Oregon) for Indonesia.



M.V. "Cape Ortegat" in the River Clyde after having been launched from the yard of Govan Shipbuilders Limited, Glasgow, on Thursday, 20th November, 1975.



The ship was christened by Miss Gay Nicholson, younger daughter of Mr. William Nicholson, Chairman of Lyle Shipping Company Limited. She is seen here being presented with a bouquet by James Hillon, Apprentice Plumber at Govan Shipbuilders.

Aberdeen Technical College is run under the auspices of Grampian Regional Council's Education Committee as a further educational establishment providing technical education as required by the Grampian Region. The College was officially opened on 1st May, 1964 and covers a three-acre site in the heart of Aberdeen, on Gallowgate.

The courses provided by the College are numerous and cover all aspects of Engineering, Shipbuilding and the Building Industries, as well as Radio and Television, Hairdressing, Baking and Catering, Printing, Fish Processing, Trawling, Post Office Communications, Marine Radio Operating, Meat Trade, Laboratory Work, Dental Technicians' Work and Monumental Masonry. Indeed, just about every course associated with recognised apprenticeships - with the exception of those in Commerce and Retail Distribution - are offered.

There is a large and highly qualified teaching staff and at present there are 450 full-time students, 3,100 part-time and 1,350 attending evening classes.

The College maintains close contact with trade and industry in the Grampian Region.

Old records show that it was on 2nd September, 1914 that the first student was registered in the Marine Engineering Department of Robert Gordon's Technical College at Schoolhill, Aberdeen, and the department continued as part of Robert Gordon's until January, 1966, when it was transferred to Aberdeen Technical College. Initially, students in the Marine Engineering Department studied for Certificates for Steamships and it was not until October, 1921 that the first student was enrolled to study for a Motor Certificate. The next Motor Endorsement was obtained in 1923 but, after that, more students came forward to study for Motor Certificates as the Shipping Industry more and more adopted the diesel engine.

Marine Engineering Cadets destined for the Merchant Navy commence their engineering studies at the College by doing a two-year full-time course (Phase 1) after which they have a year at sea (Phase 11). Finally, they return to the College for one year (Phase 111).

At present, there are three S.S.M. Engineering Cadets at Aberdeen Technical College.

We are indebted to the College for providing us with the foregoing information and the accompanying photograph.



Captain Iain Peterson, as readers will recall, was a Master with S.S.M. until recently. He is now with the Forth River Pilotage Authority and lives in Grangemouth.

Captain Peterson has composed a considerable amount of bagpipe music (some of which has appeared in previous numbers of TRIAD) and reproduced here is a pipe tune he wrote for Mr. William Moore who, prior to coming ashore to the position of Engineering Superintendent, was Commodore Chief Engineer.

COMMODORE W. MOORE.

MARCH

The musical score is written for bagpipes on a single treble clef staff. It begins with a key signature of one sharp (F#) and a common time signature (C). The melody is composed of eighth and sixteenth notes, often beamed together in groups. There are four repeat signs throughout the piece, each followed by a first and second ending. The first ending is marked '1st. Time' and the second ending is marked '2nd. Time'. The score consists of ten staves of music. The first staff contains the first ending, the second staff contains the second ending, and the subsequent staves contain the main body of the march. The piece concludes with a final double bar line.

COPYRIGHT - J. R. C. PETERSON.

Before the steel leaves the steel mill in the United Kingdom the ship's number and the part of the ship for which the plate or beam is designated has already been marked on the steel to facilitate easy recognition of the part in the New Brunswick yard.

In this yard each ship is split into forty-five units, which can be called sub-assemblies, and these are assembled under cover in the workshops before being assembled in the dock.

When the steel is unloaded at its destination its condition is carefully noted and, also, whether there is any structural damage such as bends or buckles. Since each part will become part of a ship there must be no damage, otherwise the dockyard would find themselves with a piece of steel too short for its designated purpose after they have 'doctored' it.

The steel, once unloaded, is carefully stockpiled, in such a way to ensure that each piece will enter the workshops at the correct time and in the proper order. Currently, there are sufficient steel plates stockpiled to complete fully a total of five ships and sufficient girders to complete fully four ships.

The steel is lifted by an overhead travelling gantry crane and placed at the end of a conveyor belt system where the process of forming a steel plate into, say, an accommodation bulkhead, deck or strake begins.

First of all the steel is passed over a set of steam pipes where the superficial rust and mill scale which has formed owing to the steel being left out in the open is removed. The steel is then passed over a set of drying rollers, after which it enters the paint shop where it is painted by rollers as it moves over them. At the time of writing this part of the workshop is not in use because of fumes given off by the paint when welding is being done. Hopefully, however, a paint is being developed to which neither the union or the welders will have complaints.

This initial rust-removing process is by no means the final state in which the steel will be but simply a process which leaves the steel with a tolerably good surface upon which the cutting machines can work.

As the steel leaves the outer building it once again emerges into the open before passing into the assembly shop where it will be swallowed up and changed forever. The first main process to be carried out on the steel is the removing of any bends or buckles. The steel is pinched by a series of pneumatic hammers which render the steel flat once again and ready for the cutting processes.

The steel is marked for cutting by two men using a piece of string for determining lengths and angles according to the plans which they have laid out before them. Once the steel is marked it is ready for cutting and there are two cutting spaces, side-by-side, for either hand - or computer-cutting. The steel plate may be cut by a welder but it is more usual for it to be cut by the computerised cutting machine. A punch tape is fed into a computer, the tape having the pattern which is desired marked on it. The machine can double back on itself and cut intricate patterns according to the wishes of its programmer. Machines such as this have helped greatly to reduce the number of men required for welding purposes, thereby releasing them for duties elsewhere.

In the centre of the workshop there is a modern television welding machine. This machine is particularly valuable for welding along confined spaces such as within steel pipes into which a man could not enter. Only one man is needed for this process and he sits on a stool watching the television screen and checking on the progress of the weld. This machine is invaluable for welding such parts as the chamber of the bow-thruster. It is not a part of the plate assembly system already described.

Once the steel plate has been cut, other pieces of steel may be joined onto it. If, for example, two small plates are being joined to form a larger plate they are welded along their top edges and then flipped over by an overhead crane in order that the reverse side can be welded, thus ensuring that the weld has

fully penetrated the metal.

The next stage is the welding of girders onto the plate. To achieve this process the steel is laid flat and an overhead crane lowers the girder to the plate. An hydraulic holding system is used to make a perfect right angle between plate and girder and a travelling welding machine welds both sides simultaneously. Such parts as this will form the bulkheads of fresh water and ballast tanks.

After this the plate is moved from the conveyor belt to the shop floor where it is 'married' to various other sections to form accommodation superstructures, stern sections and bows, etc. A bow section may rise to a height of thirty feet and weigh up to one hundred and thirty tons. (Incidentally, this is the maximum weight which may be lifted by the dockyard cranes and to achieve this lift the two red cranes are required to operate together as this weight of lift exceeds the maximum weight either of them can handle individually. The large white crane, because of its very long jib, can only be used for relatively light lifts of up to ten tons, but as it has a large radius of operation, it is more widely used than the other two cranes).

Returning to the assembly shop, on the side of the shop nearer to us, the smaller sectional parts are cut and welded. In this area of the workshop small steel plates, girders, 'H' beams and bulb flats are cut and welded by hand. (Throughout, the cutting flame burns natural gas and oxygen). Angles are welded onto the girders and a small machine punches holes in the beams and everywhere there seemed to be a profusion of welders swarming over every piece of metal. (Incidentally, the greatest and fastest movement of the workers seemed to occur when the tea-break was sounded!).

At the far end of the workshop is a large press for bending steel plates, for instance to shape the plates which curve under the bows or form the outside plating of the hull. Beyond this 'bending machine' is a platform upon which the curved bow sections are put together.

When the plans of a ship are available a series of steel pins are located on this erecting platform in such a way as to form the shape of the initial curve of the steel and this enables whole bow sections to be built around the component curve.

Once a unit has been completed, it is moved out to the open yard beyond the assembly shop and there to wait for the next stage in the production schedule, which is painting and blasting. The painting and blasting shop is a large building designed to take any size of unit and has large sliding doors at either end to enable a unit to enter one door, be shot-blasted, and then pass through into the other half of the building where it is 'airless' spray-painted, after which it leaves the building by the other set of doors. The building is divided into two large rooms and separated by the same system of sliding doors, thus permitting shot-blasting in one section and painting in the other. Recyclable steel shot is used in the blasting-room and the paint shop has its temperature and humidity strictly controlled to ensure maximum coating rate in the shortest possible time.

At present there are two ships building in the dock. In view of this, the production manager must ensure that he has fifteen to twenty assemblies stock-piled in the yard at any given time as a ship might be building ahead of schedule.

An interesting device in the yard is the multi-wheeled 'centipede' K'Mag¹ heavy-lift truck. This is a large trailer - like the trailer of an articulated lorry - which can lift up to one hundred and seventy-two ton units and transport them from the yard to the dock cranes.

The two tankers building at the moment are being constructed for Esso and are of 35,000 tons deadweight. These ships will be equipped with bow thrusters which will enable them to manoeuvre in awkward docking situations. The bow thruster unit resembles a jet engine very closely and consists of a propeller fitted into a casing which is cylindrical and open at each end. The propeller has a hub on

either side and is quite different from a normal ship's propeller insofar that it is 'chunkier', thicker and with none of the fine curves found on a stern propeller.

Lying about the yard is a profusion of boilers, winches, windlasses, etc. waiting to be fitted into a ship. Normally, 'fitting-out' takes place where our ship is presently lying and once the ship is complete she is taken to sea for trials. If the trials are successful the new ship will be reberthed to be given her final 'polishing' before being handed over officially to her owners. Should any major faults be discovered, the ship will be re-drydocked, repaired and then again taken out on trial.

J.S.M.

The foregoing article was written by Navigating Cadet James S. Millar and is an account of his tour of St. Johns Dockyard, New Brunswick, on 24th October, 1975.

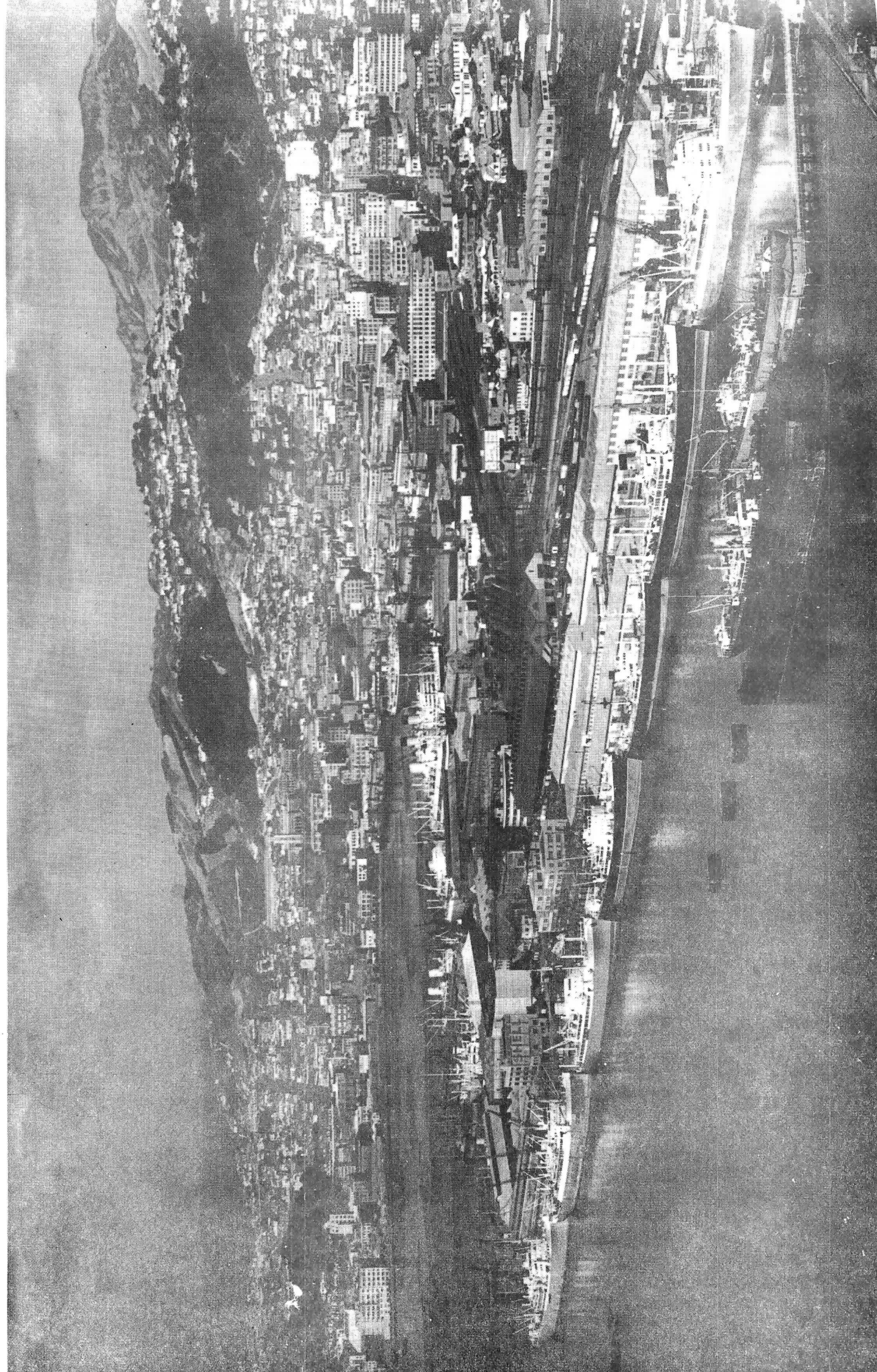
- 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -



Pictorial evidence that Captain Iain Peterson can play the pipes as well as compose music for them. This is a Christmas photograph taken at Christmas Island (Indian Ocean) by Catering Officer A. Sisi.

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

The photograph on the page opposite was taken some years ago at Wellington, New Zealand. It shows fifteen vessels - many of the names being very well known at the time. They are, from right (foreground) to left : "Cape Rodney" II (1946 - 1963) in drydock, "Greenwich", "Port Auckland", "Sussex", "Greene-hurst", "Ajana", "Port Nelson", "Port Philip", "Port Chalmers", "Silverteak", "Rangitata", "Port Brisbane", "Rangitane", "Dominion Monarch" and "Monowai". Photograph by W. Hall Raine, Wellington.





Mr. J.A. Gray

After serving his time with David Rowan & Co. Ltd., Glasgow, Sandy Gray joined H. Hogarth & Sons Ltd. in 1959. He served on various ships of the Hogarth fleet, becoming Chief Engineer in 1965, and continued in that capacity until being appointed Assistant Superintendent Engineer in January, 1968.

He became a founder-member of S.S.M. when the Company was formed in May, 1968.

Sandy is married, has one daughter, and lives in Gourrock. His main hobby is fishing.



Miss Margaret Sinclair

Margaret came to S.S.M. in May, 1972, having previously worked in Banking. From the time of joining until April of last year she was in the Accounts Department, but she has now transferred to the Cash Department, where she is Assistant to Mrs. I. Dickie.

Margaret, whose main interests include playing badminton, growing house plants and reading, lives in Glasgow.

In any discussion which takes place on the subject of marine salvage certain feats are almost bound to be mentioned and amongst these must be included the raising of units of the German High Seas Fleet at Scapa Flow in the 1920's.

At the end of hostilities in 1918 the Allies ordered the German High Seas Fleet to Scapa Flow to surrender and the ships duly arrived there and dropped anchor. The Germans had determined that the Allies should be denied the satisfaction of retaining these ships for their use and, on 21st June, 1919, at a prearranged signal, the sea-cocks of this large fleet were opened and the ships sank where they lay anchored.

For years thereafter the German Fleet lay on the sea-bed, but the thought kept recurring to some that here was an immense quantity of valuable metal - copper, bronze, brass, high-grade steel and armour-plate - and amongst those who entertained such thoughts was E.F. Cox, who for some years had been engaged in the ship-breaking business although he had never attempted marine salvage.

He displayed a remarkable degree of courage and self confidence for he purchased some of the sunken vessels and then devoted his time, energy and resources to methods of raising them with a view to reclaiming the metals and selling them.

He started with some torpedo boats, which were raised with comparative ease, and from them went on to the battle-cruiser "Hindenburg", which proved a much more difficult proposition; indeed, he had to abandon his attempts on her at this stage for, after partially raising her and spending £35,000 in the attempt, she sank back to the sea-bed.

Fortuitously, at this stage there appeared on the scene an Italian, Major Gianelli, who had achieved success and fame by successfully raising, from an upside-down position on the bottom, the Italian battleship "Leonardi da Vinci" by means of compressed air - the first time such a large vessel has been successfully salvaged from the depths by this method, although the British submarine "K 13" had been lifted from the waters of the Gareloch by this means and the battleship "Brittania" was shifted off rocks by the same procedure.

Hearing of Cox's endeavours at Scapa Flow, Gianelli visited the Orkneys and was greatly interested in what he saw, discussing in detail with Cox his theories on salvage with compressed air. It was not long before Cox was familiar with this theory and with the details of the raising of the "Leonardo da Vinci". Having, for the time being at least, abandoned the "Hindenburg", he turned his attention to the battle-cruiser "Moltke", which was lying, upside down, in eighty feet of water. He commenced by constructing air-locks prior to pumping compressed air into the hull and thus enable men to work inside the hull and pass in and out without coming to harm.

His men required to work their way through the sunken hull, cutting pipes and blocking them with cement and ascertaining that every nook and cranny leading from one compartment to another had been found and plugged and so prevent an escape of air. With all apertures effectively sealed, the compressed air was pumped in, driving out the sea and enabling the wreck to become buoyant and float to the surface. This sounds quite simple in theory, but in practice the air continued to escape through innumerable openings, indicated by disturbance of the water on the surface, which then had to be found and plugged.

As this work gradually progressed through the ship, signs of movement were detected and it was realized that she was again coming to life. The first major movement came when the bows were raised to the surface without too much difficulty but no impression could be made on the stern, which remained firmly on the bottom. This meant having to lower the bows to the bottom again and concentrating efforts in balancing the hull and freeing the stern. These further efforts were successful and on 10th June, 1927, the "Moltke" rose to the surface, her stern lifting twenty or thirty feet clear of the surface with weed streaming from the propellers and water cascading off her sides. Also what was evident was a serious escape of air

near the stern and quick action had to be taken to find the outlet and block it before the vessel sank yet again.

The next major technical challenge was to get the "Moltke" from Scapa Flow to Rosyth, on the River Forth, where she was to be broken-up. Arrangements were made with German tugs to transport the raised hull over this distance and they duly arrived at Scapa Flow. At first, all went well because the various islands afforded shelter, but when the entourage passed out into the Pentland Firth, notorious for its boistrous nature, trouble loomed. There was nasty sea and an adverse tide with the result that instead of the tugs towing the "Moltke" she took charge and began to drag them. The tugs put on every ounce of steam they could muster but the best that they could do was to act as a brake on the unwieldy hull's movements. They tried their best to move her towards the east, but the wind and tide combined to defeat their efforts.

Cox and some of his men were on the upturned hull, together with a 'power-house' in which were installed air compressors. This 'house' was erected on steel columns to lift it about four feet above the 'deck' and thereby avoid the worst of the waves washing over the hull. During this time Cox and his men must have had some very anxious moments but, after four or five hours, the tide turned and the tugs were once again able to make headway. In due course they arrived in the Forth where there was a very close call which gave all concerned a bad fright. For some reason, probably a misunderstanding, the tugs went through the south arch of the Forth Railway Bridge although Admiralty movements - and this was one - normally used the north arch and those on board "Moltke" were acting accordingly with the result that the towing hawsers were cast off only just in time to enable the "Moltke" to drift through the north arch! After this incident, the tugs picked up their charge and carried on towards the dock at Rosyth. It was here that another problem arose. The depth of water at the entrance to the dock at Rosyth was insufficient to allow the hulk to enter for her conning-tower, suspended below, would catch the bottom. Cox reasoned that if he allowed the whole weight of the ship to come down on the conning-tower this should crush the tower up into the hull and thereby gain the required extra few feet of clearance. Accordingly, some air was released from the hull, which as expected partially compressed the conning-tower. The released air was then replaced and, once the hull had regained its previous degree of buoyancy, docking was successfully completed.

Cox immediately returned to Scapa to supervise the work on the "Seydlitz", another battle-cruiser, of 25,000 tons and with a length of 656 feet. Not completely submerged, the "Seydlitz", with a beam of ninety-three feet amidships, was lying on her side in seventy-two feet of water, leaving approximately twenty feet of the hull clear of the water at the highest point. Thus partially exposed, the battle-cruiser had been the target of looters, with the result that just about every bit of removeable valuable metal above the water had been stripped off. Indeed, even some of the submerged condenser tubes had been taken.

Cox's first task was to set a crane on the "Seydlitz's" exposed side with which he proceeded to strip off the heavy armour-plate - removing 1,800 tons. Beneath this outer armour was two-inch thickness of inner armour which provided a flat 'deck' upon which he rigged airlocks over holes which had been cut through the armour. In due course the stage was reached of plugging all the apertures - the biggest plug being a cement patch one foot thick, forty-six feet long and twenty-eight feet wide covering the big opening in the area of the funnels.

The work of patching and blocking went on through the autumn and winter of 1927 and by February, 1928 the recognisable signs of stirring within the hull were discernable; the "Seydlitz" was being affected by the compressed air going into her. The problem was to balance the ship, for of the eight compartments being filled with compressed air, some were large, some small, some contained heavy machinery, some were almost empty. This called for careful adjustment of the air pressure in each compartment. However, as the ship was lying on her side, it of course meant that all deck projections such as conning-tower, funnels, guns, and other heavy structures were exerting their weight in a direct downward thrust. In other words, if the ship's side had not been resting on the bottom, she would have turned turtle. With the continuous pumping in of more compressed air, the hull gradually became more buoyant and Cox noticed the tendency to move over. In an endeavour to counteract this movement he fixed heavy wires from his floating docks

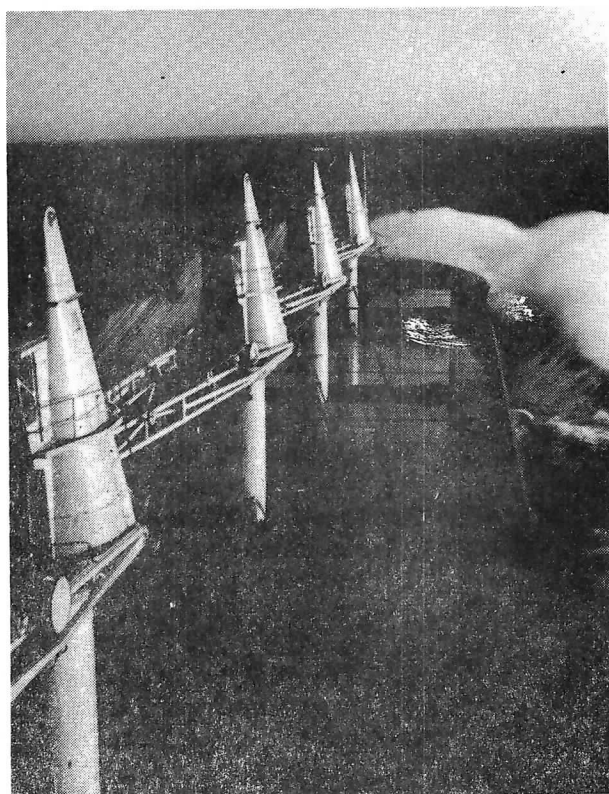
alongside to the side of the ship as a check on movement, but to no avail. The movement towards turning completely upside-down accelerated and the men inside the hull just managed to get clear before the ship swung over, snapping the cables attaching her to the floating docks and crushing such apertences as funnels. Thus, in a few moments, the work of a year was undone. Many of the air-locks were under water and all the buildings erected on the side of the ship were also submerged.

Nothing daunted, Cox tackled this new situation and commenced patching and repatching hull apertures. An added difficulty developed as a result of the earlier removal of the 1,800 tons of armour-plating for, with its removal from one side only, the hull was of course badly unbalanced. This was remedied by the careful stowing on the lighter side of bags of gravel, as for every ton of metal which had been removed, it was necessary to replace it with gravel ballast to establish equilibrium.

Having experienced the docking difficulties with "Moltke's" conning-tower, that of "Seydlitz" was cut and then hauled bodily several feet into the ship to give the necessary extra clearance. For the same reason, two of the turrets were cut away and left on the sea-bed to be retrieved later.

Finally, by early November, 1928, the salvage work at Scapa was completed and "Seydlitz", held on the surface by compressed air, was ready to be moved to Rosyth. The trip of "Moltke" to Rosyth had been hazardous and exciting, but that of "Seydlitz" was to prove even more so. Shortly after departing from Scapa Flow the weather took a turn for the worse and the hulk began to roll. Each time she rolled she spilt air and the compressors were kept hard at work to maintain pressure within the hull. At the outset of the trip "Seydlitz" displayed about fourteen feet of herself above the surface, but with the heavy rolling, accentuated by the pendulum effect created by the pendant conning-tower, air loss resulted in her sinking to the extent that only $5\frac{1}{2}$ feet of hull was above the water and waves were washing right over her. These conditions lasted for three days - three days of very considerable anxiety for the men on the hulk - before they reached the Forth and subsequently docked the ship safely.

A description of salvaging only two units of the German High Seas Fleet is given here, but several other hulks were successfully raised and all provided a great quantity of valuable scrap metal. They also provided the salvors with a vast amount of experience and the raising of these ships at Scapa must always remain an outstanding example of marine salvage.



Iain Lazaras took this photograph from the bridge of "Baron Incheape" during passage from Geraldton to Fremantle, Western Australia, in January, 1976.

Readers will recall seeing in the last edition of TRIAD that "Cape Horn" was fixed to load at Bintan Island for Niihama, Japan. She duly called there between 15th and 19th November last and when acknowledging his copy of TRIAD Captain Robert Gibson, who was a Hogarth master for many years prior to his retirement, has given us the following interesting facts :

"On looking over Ship News I noted that your "Cape Horn" was due to load at Bintan Island, Indonesia. Assuming that she will be loading a cargo of bauxite I thought that you would be interested to know that the second ship to load at this plant was your "Baron Stranraer", a Rotterdam Lloyd cargo vessel "Kertosono" being the first. I do not remember the date but as we arrived in Rotterdam after a two-month passage via Cape of Good Hope on 18th January, 1936 the loading date would be in November, 1935, about forty years ago.

"The itinerary of this voyage may be of interest to your readers as it was made up of long ocean passages and not very interesting ports. Loaded china clay at Fowey for discharge Camden, New Jersey. Thence to New York to load cased motor cars and general for South African ports, bunkering at St. Vincent, C.V.I. en route. After discharge, loaded coal at Durban for Perim Island - delightful spot. The main interest here was watching numerous Italian transports passing, loaded with troops destined for the Abyssinian War. After discharge, cleaned holds and whitewashed them before loading salt at Ras Hafun for Penang.

"Loading at Ras Hafun the ship was made fast to five buoys and had both anchors out so shifting ship was quite a problem. The salt was conveyed from shore on overhead cableway about half-a-mile long and the loading chute was on a very fragile dolphin.

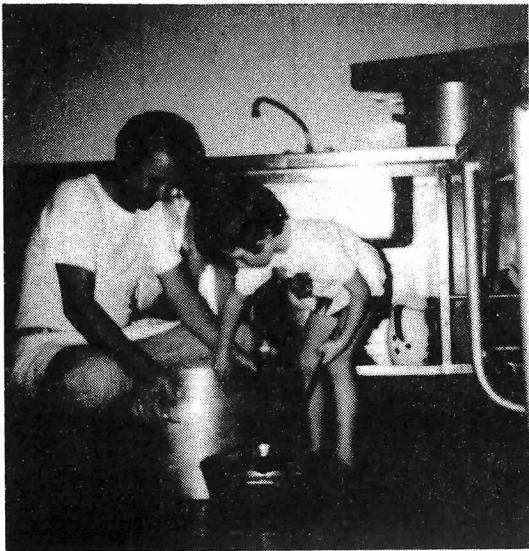
"Passage across the Arabian Sea and Bay of Bengal was at the end of the S.W. Monsoon so everything was rather wet, which did not improve already frayed tempers. While bunkering at Sabang (Pulo We) we gleaned some information from the officers of a K.L.M. packet boat, but were without knowledge of an ore berth. However, we located it eventually and loaded in pretty good time as there were two moveable belts - very modern in the middle of the jungle.

"As already stated, the voyage home took two months so we were all glad to arrive in Rotterdam. This was my first voyage as chief officer, so I gained quite a bit of experience in the eight months. Captain James McCreadie was in command, a very popular master who, despite all the 'dreich' passages and out-landish ports, kept a happy ship".

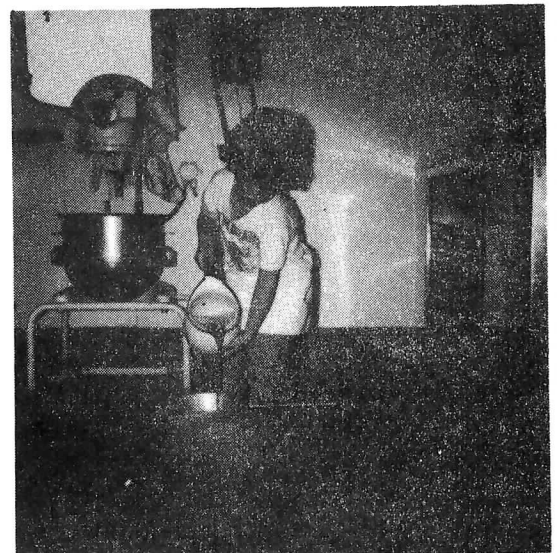
- 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -



Here, and on the following page, are some photographs of Neil Wright, five-year old son of Chief Engineer D. Wright, taken on the "Cape Grenville". They have been sent to us by Stewardess Shelagh McCulloch. Neil is seen here with an outsize melon, both of whom are presiding at the head of the table!



Neil, resplendent in checks and apron,
in the galley preparing the soup (in
fact, it's coloured water!) and being
cheerfully assisted in his task by
Cook Mike Treanor.



TO WHET YOUR APPETITE AND MAKE YOUR MOUTH WATER

m.v. "Cape Leeuwin"

25th December, 1975

Christmas Dinner

(Hors-d'oeuvres)

Tomatoes aux Crevettes

Pineapple Juice Cocktail

(Potage)

Consomme a la Madeleine

Puree a la Princesse

(Poisson)

Individual of Crayfish Mornay

(Entrees)

Fillets of Beef a la Pompadour

Poulet la Marengo

(Releve)

Roast Turkey

Chestnut Stuffing

Cranberry Sauce

Fambon Yorke Braise Espagnole Sauce

(Vegetables Entremets)

Brussel Sprouts Buttered Carrots Broad Beans Garden Peas

Mushrooms la Princesse

Roast Potatoes Bordure de Pommes de Terre

(Sweet Entremets)

Christmas Plum Pudding

Rum Sauce

Apple Tart

Ice Cream

Fruit Cocktail

Neapolitan Ice Cream

Christmas Cake

Mince Pies

Variety Dainty Cakes

Assorted Fresh Fruit

Mixed Nuts

(Cheese Board)

Cheddar

Gouda

Danish Blue

Cheesdale

Smoked

Coffee

Biscuits

(Wines and Spirits)

Pearl Riesting

Haigs Whisky

Gordons Gin

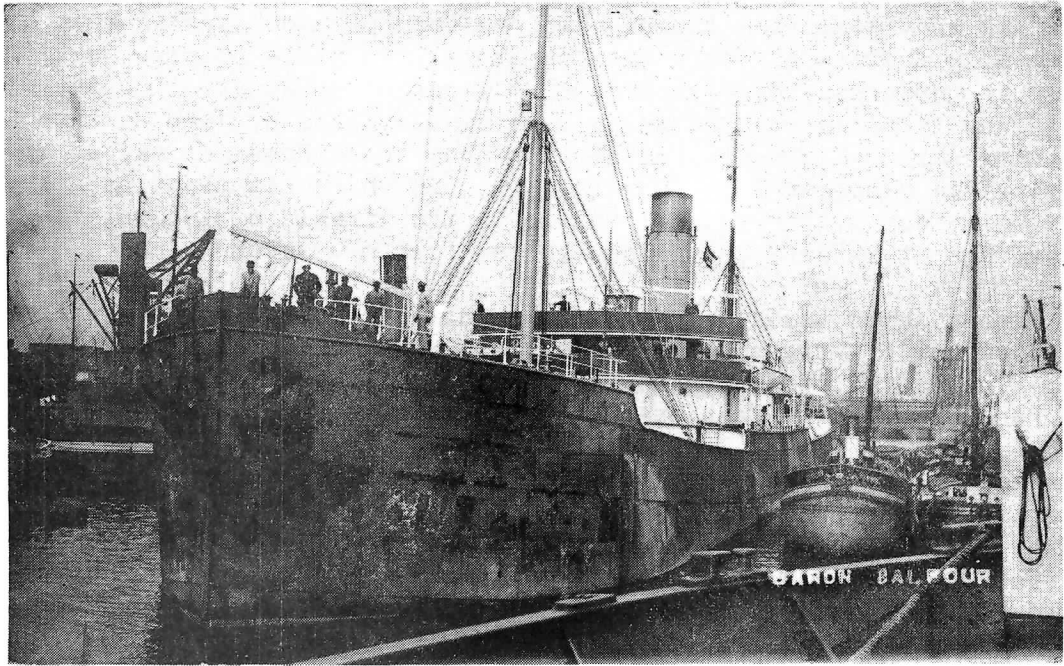
Drambuie

Lager Beer

M E R R Y C H R I S T M A S

J.P.D. Smith.

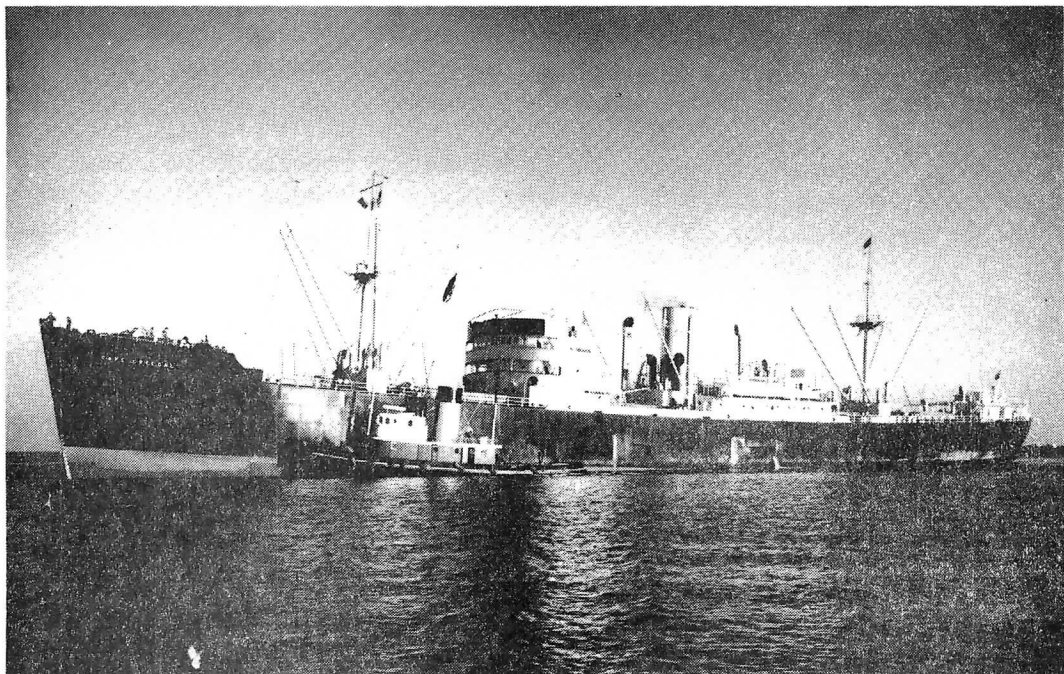
Two more short 'ship histories' to add to the four that have already appeared, ("Baron Renfrew" II, "Cape Grafton" I, "Baron Ardrossan" III and "Cape Verde" III).



"Baron Balfour". The only Hogarth ship to bear this name, "Baron Balfour" was built in 1901 by A. Rodger & Company, Glasgow. She was a vessel of 3991 G.R.T., 2552 N.R.T., with measurements of 358.8' x 48.1' x 25.6'. She was fitted with a triple expansion steam engine built by Dunsmuir & Jackson, Glasgow.

On 28th October, 1917 she was torpedoed and sunk by the German U-boat U-46 eight miles north of Sein Island, near Murmansk, northern Russia.

This interesting old photograph shows the ship, at the end of a long, hard passage, entering Hull on 5th August, 1907.



"Cape Ortegal". This is the second "Cape Ortegal" - the first having been in Lyle ownership from 1911 until 1936, and readers have already been introduced to the third ship to carry the name.

The subject of this photograph (taken at San Pedro, California) was built in 1946 by Lithgows Limited, Port Glasgow, and had a four-cylinder diesel engine constructed by David Rowan & Company Limited. Her measurements were 432.5' x 56.2' x 33.8' and her tonnages 6907 G.R.T. and 4132 N.R.T.

In 1964 she was sold to Acres Shipping Company of Greece and renamed "Megara".

Known to the West for four hundred years, 'herba nicotiana' has been praised as lavishly as it has been abused; has inspired and consoled men of all classes as often as it has been the victim of fiscal rapacity.

For how many centuries tobacco, in one form or another, has been enjoyed by the Seminole Indians of South America it is impossible to say. So far as this country is concerned, Stow records that tobacco, originating in the Spanish West Indies, was first introduced on an appreciable scale by John Hawkins in 1565; his men having acquired a taste for smoking from those Huguenot exiles who had founded a short-lived settlement in Florida. In 1586 three sea captains attracted much attention by openly 'drinking' tobacco in the streets of London. In this instance the leaf was 'twisted', or rolled, in the form of 'segars'.

Ten years later, smoking having been introduced to Sir Walter Raleigh by Ralf Lane, Governor of Virginia, the former succeeded in popularizing the practice at Court. Thereafter, to learn how to 'drink' or 'take' tobacco, in a clay or silver pipe, became part of a fashionable gentleman's social education.

The first Englishman to put tobacco under cultivation in the struggling plantation of Virginia was John Rolfe, the husband of the Red Indian Sachem's daughter Pocahontas. A report on the commodities favoured by the Virginian settlers drawn up by Raleigh's representative, Thomas Harriot, refers to 'a herb sowed apart by itself called by the natives uppowoc, in the West Indies by many names, and by the Spaniards tobacco'. This was the rather rank 'nicotiana rustica' which William Strachey, the first secretary of the Colony of Virginia, dismissed as 'poore and weake, and of a byting taste'. Nonetheless, its efficacy in 'purging superfluous phlegm and other gross humours' was held in such high esteem that by 1570 a small but steady traffic in this Spanish West Indies leaf brought shipments direct across the Atlantic for discharge at certain of the Cornish ports.

There was considerable reluctance, however, on the part of the local inhabitants to pay the 'Queen's penny' charged on every pound that passed through the Customs. Indeed, when two vessels, one of them French and the other Flemish, put in to Penryn with a consignment of tobacco worth all of £2,000, the prospective purchasers strenuously denied the Customs officials' right to examine the holds or impose any duty on their contents. In the ensuing turmoil the local Collector, Randall Ingerson, was very roughly handled when he sought to prevent a certain Thomas Spaye from bringing the hogheads ashore.

At the outset Spanish tobacco was undoubtedly expensive selling, with tax, at anything from seven shillings to ten shillings a pound; although with increasing demand the price gradually fell to an average of four shillings a pound.

Experiment by Rolfe and other settlers had speedily demonstrated that the substitution of 'nicotiana tabacum' for the earlier plantings yielded a far more mellow leaf. With this discovery, tobacco took its place as Virginia's staple product. The dangers of concentrating on a single product were very largely disregarded for, as was pointed out by the hard-headed Captain John Smith, at one time the Colony's Governor, 'a man's labour in growing tobacco was worth £50 to £60 a year to him, while growing wheat was worth only £10'. Moreover, tobacco called for smaller acreage than grain while demanding far less toil in clearing forest-land before cultivation could begin. Furthermore, the configuration of the Chesapeake, with its many rivers and their numerous navigable tributaries, was a veritable tobacco-planter's paradise since 'they could deliver their commodities at their own back doors'. Lastly, the provisions of the contemporary Navigation Acts ensured that shipments of the leaf would be transported exclusively in English bottoms, thus helping materially to expand the mother country's mercantile marine.

The only fly in the ointment was the attitude towards the industry adopted by King James I, who had ascended the Throne at the very moment when Virginia's whole future hung precariously in the balance. So far as his personal predilections were concerned, 'the wisest fool in Christendom' loathed the leaf in all its forms with an intensity that was never at a loss for words to express itself. Indulgence in 'tobacco drinking', as he wrote in his 'Counterblast to Tobacco', was 'loathsome to the eye, hateful to the nose, harmful to the brain, and dangerous to the lungs',

a very abomination whether inhaled as snuff, chewed in a quid, or smoked in a 'yard of clay'. Even the weed's reputed medicinal qualities as a prophylactic against plague, an antiseptic for wounds, and a cure for such widely diversified ailments as bronchitis, ulcers, toothache, abscesses and chilblains, could not reconcile his Majesty to 'this detestable herb'.

But James was a Stuart, with all that family's genius for feckless expenditure. The temptation to replenish his ever-gaping pockets by penalizing an indulgence he deplored but was powerless to suppress was one to which he yielded promptly. In 1604, by an Order in Council dated 17th October, the exorbitant impost of 6s 8d was clapped on every pound of the leaf that passed through the Customs, 'over and above the Custome of Two Pence upon the pounce Weighte usuallie paid heretofore'. In the same year the New Book of Rates coolly doubled the poundage. At the same time James cannily sought to curtail discharge of the incoming consignments at such outports as Bristol and Liverpool and concentrate deliveries at the Port of London, for there a far greater degree of control could be exercised over the collection of the Customs revenue derived from them.

As the King was perfectly well aware, conditions in the outports were a continuing scandal. In one typical instance of the many abuses that had come to light, a vessel which had brought three hundred hogsheads of tobacco into Liverpool paid duty on only 60 of them. At Bristol, it had been discovered, a consignment of hogsheads had been entered in the port books as weighing 250 lbs. apiece, but had been reshipped for export to the Continent at their true weight of 400 lbs.

In 1613 the delay and difficulty encountered in collecting the revenue from the tobacco tax easily persuaded the King to grant a Patent to Edmund Pearsall and Edward White endowing them with the sole right to import the leaf; all of which was to be discharged in the Port of London. For this prerogative the patentees were to render a ready money payment to his Majesty of £3,500 for the first year and £7,000 per annum thereafter. With so swingeing a scale of taxation in operation to send the retail price of tobacco soaring up to 15s. a pound, widespread smuggling, adulteration and home cultivation of the leaf sought eagerly to cater for the needs of those with leaner purses. Scottish ships' captains trafficked extensively in contraband tobacco which they ran into un-Customed ports north of the Border, subsequently smuggling small parcels of the leaf into the South. Irish 'owlers' consistently ran heavy cargoes of Virginia 'sweet-scented' across the St. George's Channel for surreptitious sale in the West Country. Many Dutch vessels, plying to and fro across the Atlantic, shipped the commodity direct to the Continent, blandly disregarding the regulation which decreed that all such consignments should first be registered, and pay the dues owing on them, at an English port. New England shippers, characteristically rejecting any form of legislation calculated to interfere with their complete independence of action, pursued a similar course, 'waxed fat, and lived in houses as handsomely furnished as most in London'.

'Taking tobacco' had become common to all classes. Until his imprisonment in the Tower, Raleigh habitually resorted to Sir Hugh Myddleton's emporium in Cheapside to partake of a friendly bowl and a pipe; while in the 1611 edition of Thomas Middleton's play on that formidable amazon 'Moll Cutpurse', a woodcut depicted the heroine in male attire and smoking her customary 'yard of clay'.

Throughout England attempts to short-circuit taxation by growing the leaf locally had so seriously threatened the sale of imported tobacco that home cultivation was placed under interdict. But, with no law-enforcement organisation other than the village constables and a few sheriff's officers, it was extremely difficult to ensure that the ruling was observed. Tobacco growing persisted in the Vale of Evesham, Gloucestershire, - especially in and around Winchcomb - Nottinghamshire, Warwickshire, Wiltshire, Buckinghamshire, Lincolnshire, Herefordshire, Middlesex, Kent and Surrey. In general, the problem of suppressing the home-cultivation of tobacco continued to baffle the authorities for the ensuing three-quarters of a century.

Adulteration of retail supplies was widespread. To a pinch of genuine Virginian tobacco would be added a generous helping of chopped stalks, indifferent home-grown herbs and shredded dock leaves. The resultant mishmash would be given additional weight by a liberal infusion of powdered chalk and coal dust! Dear at any price, even this revolting compound changed hands at anything from 6d. to 9d. the pound.

In 1621 the Lord Treasurer revealed that the amount of Virginian tobacco brought into the country over the previous seven years had come to 142,085 lbs. This was exclusive of consignments on 'continuous voyage' to the Continental markets. Obviously, had contemporary taxation been less grasping, the total would have been considerably greater; while the efforts to evade the prohibition on home cultivation of the leaf would have been far less obdurate. But despite the fact that too high a rate of taxation defeats the object for which the impost is designed, it was a long time before James could be persuaded to sanction a reduced toll of 2s. a pound on imported Spanish leaf, 1s. on West Indian and 9d. on Virginian. This proved of little help to the Colonial planters, however, who were still remunerated at the miserable rate of 1p. or even $\frac{1}{2}$ d. a pound wholesale.

Charles I appreciably lowered the dues on the Colonial product, with a consequent rise in bulk imports; all of which were still shipped exclusively in English bottoms. The Civil War, however, found the Parliamentary authorities in something of a dilemma. Throughout the struggle Virginia remained largely Royalist and was therefore held to be deserving of little sympathy. On the other hand, with the increasing menace of Dutch maritime rivalry to contend with, nothing that helped to expand the total of the English mercantile marine could safely be ignored and the tobacco industry employed a considerable number of men and vessels. Cromwell adopted the Dutch device of 'accis', or excise, as a means of imposing the tax on tobacco. But he kept it at far too high a figure to discourage a fresh out-break of home-cultivation. This continued to flourish even under the draconic 'rule of the Major Generals', popular unrest being too widespread and threatening to permit the authorization of effective measures to stamp it out.

It was not until 1662 that the problem of illicit tobacco growing in England and Ireland was once more given serious attention. In that year a petition from Virginia's Governor, Sir William Berkeley, on behalf of the local settlers, spurred Charles II to organise a nation-wide campaign to root out indigenous crops whose success threatened the overseas planters with ruin. As always, opposition to the repressive measures was as widely spread as it was obdurate. In Dorsetshire the local militia had to be called out in support of the civil power and villagers experienced the mortification of standing by inactive whilst neighbours, invested in all the impersonality of uniform, dug up their cherished plots and consigned their burgeoning product to the flames. Gloucestershire was again the scene of obstinate resistance, with Winchcomb the centre of such continued disorder that application was made to that inveterate quid-chewer, George Monck, to send a troop of 'The Blues' to the assistance of the local authorities. With the support forthcoming from the military, a fairly comprehensive clean-up of the home-grown leaf was finally achieved, the legal cultivation of tobacco in England thereafter being confined to the 'Physick Gardens' at the two universities.

An Act introduced in 1685 declared that London was designated the port of entry for all consignments of tobacco, all sea captains being required to give adequate security that the leaf they shipped would be discharged there and there only. In an attempt to put down adulteration after the commodity had passed through the Customs to be distributed for sale by retail, an association of limited membership was incorporated under the title of the Master, Warden, and Assistants of the Tobacconists of London. The aim of this body was to regulate the trade by selling only to licenced wholesalers who would vend their goods solely to retailers of proven integrity. Nonetheless, many abuses persisted, including the smuggling of inferior Spanish tobacco and the sale of the stalks of Virginia and Maryland leaf, soaked, cured, pressed and cut as 'prime old West Indian'. For this rank, foul-smelling concoction the charge was anything from £1.10s. to £1.13s. a hundredweight.

In the 'Old Bright Belt' that centred on Danville, Virginia, tobacco leaf was freely used as currency and goods and commodities were exchanged for it; a pair of shoes, for example, being obtainable for 12 pounds of 'sweet-scented'.

Throughout the Second Dutch War of 1664-67 the fledgling Royal Navy was far too busily engaged in home waters to spare much attention for the Chesapeake tobacco fleet. Raided impartially by Hollander privateers and piratical craft 'sailing on the account', it was not until the homeward-bound merchantmen perceived

the value of sailing in convoy for mutual protection that their losses showed any appreciable decline. It was not unknown, however, for a hard-headed sense of opportunism to get the better of the spirit of interdependence. Thus when, in May, 1666, three vessels that had cut adrift from the Chesapeake flotilla were challenged by a Dutch 'caper' off the west coast of Ireland, only the "Alexander" turned to fight. Cramming on all possible sail, her consorts sped for port: with the "Alexander" delayed, if not captured or sunk, the value of their respective cargoes would be appreciably enhanced!

Throughout the Plague year of 1665 tobacco was in tremendous demand as a prophylactic and it is on record that several boys at Eton were soundly flogged for 'not smoking in Chapel'.

The Third Dutch War of 1672-74 found the Royal Navy so appreciably strengthened that the Admiralty was able to furnish 'half a dozen of the best sailing frigates to act as convoy vessels to protect the rich fleet of East India and Barbados and the Virginia fleet'. This ensured the safety of the incoming vessels once they approached home waters, although they had to run the gauntlet of enemy privateers until well past the latitude of the Azores.

The Romney Marsh littoral had always been notorious for its smugglers and amongst the many articles of contraband to be landed on its beaches was a considerable quantity of inferior but inexpensive Spanish tobacco. So brisk had this illicit traffic become by 1674 that orders were given for the organisation of a seagoing Preventive Service. At the outset the "Margate Smack", "Gravesend Smack" and "Queensborough Smack" were hired to form the nucleus of a law-enforcement flotilla which was destined to expand into a sizeable small-craft fleet.

The demand for tobacco had become worldwide and it was met almost exclusively by the plantations of Virginia and Maryland. Sweden might prefer the more rancid 'oronoco' produced by the Spaniards but the Dutch, the French and the Russians were avid for the 'sweet-scented' that only the region of the Chesapeake could supply. It was on Dutch soil, indeed, that Peter the Great, in 1697, instructed the English Ambassador to negotiate a treaty for 'liberty to import tobacco into Russia'. Duty on the leaf was now 5d. a pound, representing approximately 25% of the retail price, and by 1709 total imports of the leaf came to 28,858,666 lbs., of which 17,598,006 lbs. were re-exported. The shipment of tobacco across the Atlantic had become one of the mainstays of the British, as of the Colonial, mercantile marine.

In some quarters, however, the prejudice against smoking obstinately persisted. In 1702 the governors of a school founded at Chigwell in 1629 laid it down that the master must be 'a man of sound religion, no tippler or haunter of alehouses, and no puffer of tobacco', although at the same time it was a fact that women and children smoked as a matter of course and it is even stated in at least one instance 'the schoolmaster made a pause in the course of lessons for all to smook'.

By 1776 the price of tobacco had fallen to 6d. a pound retail and three years later Dr. Johnson could pontificate that 'smoking has gone out'. In fashionable circles its consumption had certainly declined, its place having been taken by snuff. In less exalted circles, however, the consumption of tobacco ensured a brisk demand for clay from the area around Poole, whence it was laboriously shipped by coastal vessels to Bristol and thence to Brosley, in Shropshire, where the manufacture of tobacco pipes - as at Hull and Nottingham - was a thriving industry.

Taxation under the Hanoverians exhibited an obstinate tendency to rise and tobacco was granted no exemption from the increased taxation effecting so many everyday commodities. As happens when something in general demand is singled out for unreasonable fiscal attention, ways are soon found of surreptitiously meeting that demand. From the Thames to the Lizard 'owlers' plied their illicit trade on a scale that eventually involved 20,000 of the seagoing and coastal population directly or indirectly in the business of running contraband. Tobacco could be sold at half the standard retail price and still show a handsome profit.

The Preventive Service had been greatly expanded since 1674 and it was war to the knife between 'owler' and preventive-man. Smugglers often sailed in convoy in an attempt to defeat the forces of the law for their capture by the authorities meant not only confiscation of their craft - which were sawn in three and burned - but the alternative of a stiff prison sentence or 'transfer to the Navy' - in those days a grim prospect.

In the Royal Navy precautions against fire limited smoking to certain areas of the ship. Forbidden to smoke in the wardroom or gunroom, the officers went to the half-deck to savour their pipes or cheroots; the foremast hands were allotted the region between the waist gangways and the topgallant forecastle or the narrow space of the galley.

In the Army, and in 'polite' society, the cheroot was considered the correct thing although a contemporary painting shows the Duke of Cumberland and some cavalry officers enjoying long-stemmed, gaily-tasselled German pipes fitted with a metal-topped pearwood bowl.

Coming to Victorian times, an absolute ban was imposed on smoking in mixed company and those who craved the habit were generally banished to a remote smoking room, or even to the harness room! No gentleman thought of smoking whilst out walking with a female companion and it was most improper to 'light up' in the vicinity of the 'Ladies' 'Mile' in Hyde Park. Although it was apparently fashionable with some French women to smoke as early as 1842, it was unthinkable for such a thing in Britain at that time, although there was strong rumour that Queen Victoria, accompanied by a lady-in-waiting, had a puff at a cigarette in a remote corner of the Balmoral grounds. It cannot have been a success, however, for smoking had no place in royal circles - even the Prince Consort having to toe the line!

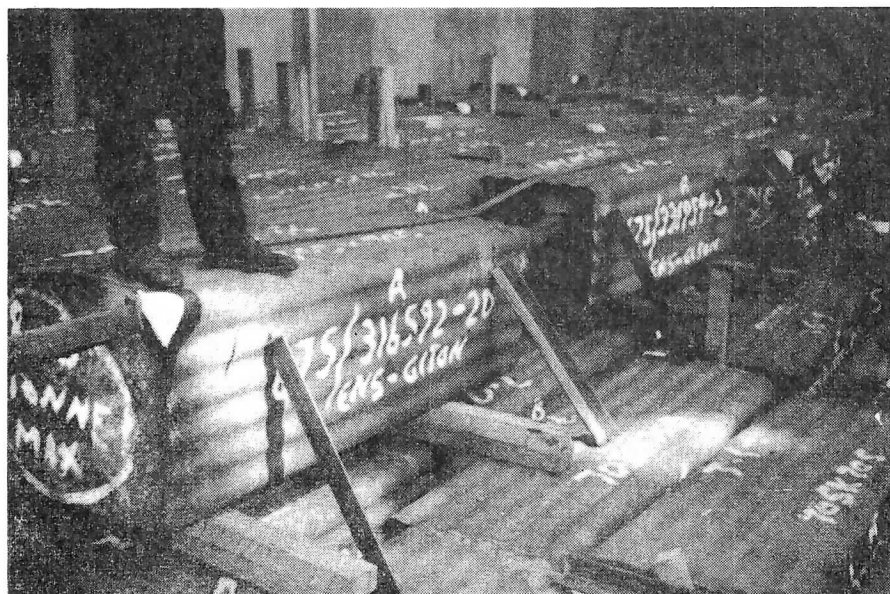
It was the Crimean War which familiarised the British soldier with the cigarette for he saw his French and Turkish comrades-in-arms indulging extensively in the habit. The returning soldiers brought the cigarette habit home with them when they returned and cigarette smoking rapidly gained universal favour. Not the least of its attractions was that the cigarette was a less assertive form of smoking and, for this reason, it gradually found acceptance even in mixed company. Cigarettes were sold by weight or by the box of 100 - the first packeted variety being put up for the man in the ranks. One penny bought five 'fags' carefully designed to last out the ten minutes statutory halt per hour to which the soldier was entitled on a march.

The cigar, of course, had never lost its favour and the reign of Edward VII saw it at its prime. Indeed, a cigar seemed an essential part of the late King's ensemble.

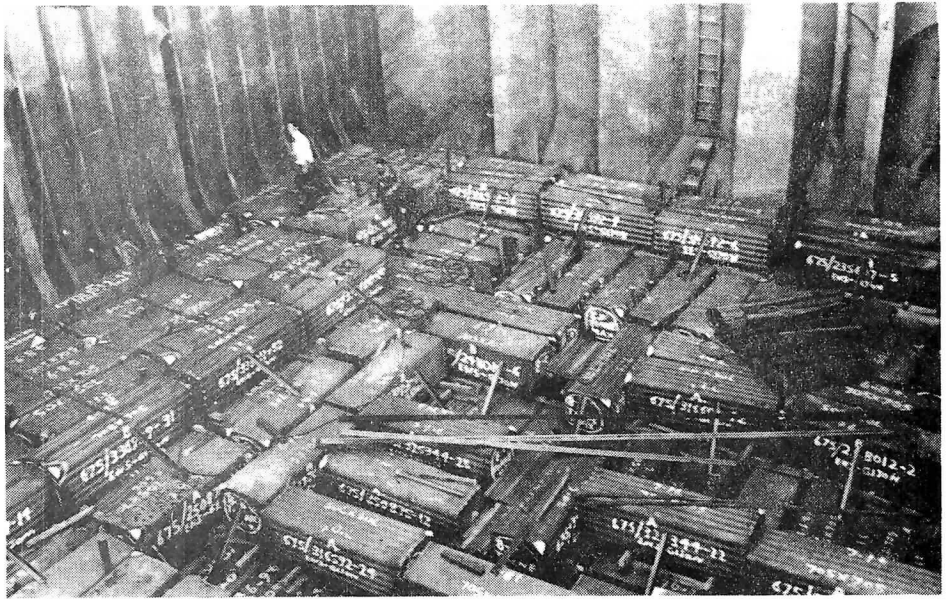
Byron had written in praise of the 'soothing weed', as had Lamb, Carlyle, Tennyson, Kingsley, Robert Louis Stevenson and Mark Twain, but it was J.M. Barrie who accorded it the accolade in 1890 when, in 'My Lady Nicotine', he wrote of tobacco as 'the lone man's companion, the bachelor's friend, the widower's solace and the hungry man's food'.

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

On 20th September, 1975 "Cape Wrath" sailed from Port Kembla, New South Wales, with a cargo of steel ingots which were discharged at Gijon, northern Spain. Captain C. Strachan has sent some photographs showing the stowage of the ingots.



The rather shapely feet and legs in this photograph give some idea of the size of the ingots.

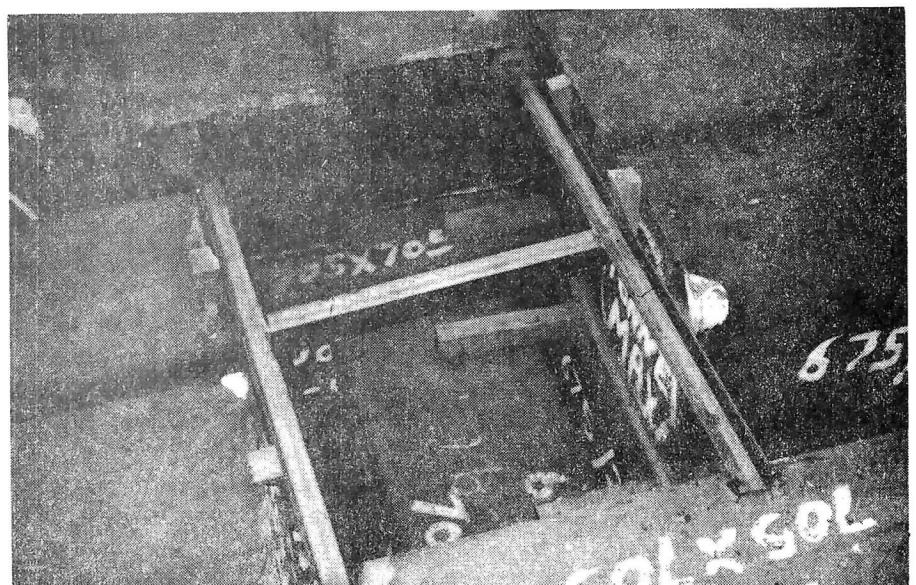


Top

General view of the ingots
stowed in one of the holds

left and lower

Views showing the method of
securing the ingots. Each
ingot weighs eight tonnes.



Previous numbers of TRIAD have included stories with a ghostly atmosphere, so here is another in the same vein. It first appeared as long ago as 1902 in The Gallovidian and has been given to us by a faithful contributor to TRIAD, Mr. J. Robertson, of Glasgow.

The Yellow-Haired Fairy

by

R. De Bruce Trotter

About the year 1840, old Mag McCutcheon had the little farm of Mulldaddie, on the southern side of Portnessock, or as genteel respectability now pleases to call it - Portlogan.

Mulldaddie was one of those little lairdships, once so common throughout Galloway, which had descended from father to son from time immemorial by right of the ancient Pictish laws of Galloway, but for which the possessors could show no deeds, having held the place for countless generations before anybody claimed the power to confer a written title.

The various lairds, who by some means or other acquired charters of regality over whole districts from the monarchs of the adjacent Kingdom of Scotland, have now appropriated all these little holdings, sometimes, I fear, by rather shady means, and the bonnet laird is now among the things of the past.

Mulldaddie was a low, one-storey thatched house facing the north-west and was conspicuous in the early summer from the large patch of yellow martagon lilies in front, scenting the air for hundreds of yards around. I don't know if either the house or the patch of lilies is there now, but old Mag is with the rest of her Fingaul ancestors in the old kirkyard of St. Catherine's, near Portankill.

Mag was a perfect repertory of old-time stories and superstitions, which she delighted to relate to awe-stricken youngsters in the forenichts. But the story she was fondest of telling was one which she declared she had seen with her "ain two een" and "naething secont-han' aboot it".

"Weel, ye ken", says Mag, "It was in the year 1798, the year o' the Eerish Rebellion, an' the English Government was hangin' a' the Eerish they could get haud o', an' the puir craitors wus comin' ower at nicht tae the Rhinns tae save their lives. They had nae richt boats, but joost wattle't a wheen saugh wan's thegither, like a muckle peat skep, an' cover't it wi' the skin o' a beast, an' made a kin' o' boat that wey. Sorra kens hoo they manage't tae wun ower in them, but they did it, whiles two o' them in yae corrach, an' landit at a' the wee bits o' ports an' slocks atween Corsewall Point an' the East Tarbert. They maistly contrive't tae wun owre aboot the middle o' the nicht, sae as tae get across Luce San's intae the Machars afore the mornin' tae keep the sojers frae catchin them an' shootin' them.

"Weel! the Government wanted as mony o' them shot as possible, an' they had sojers an' coastguardsmen a' roon the heughs tae grup them as sune as they cam' ashore; but there was aboot twenty miles o' heugh an' they hadna men aneuch tae watch the haill o't, an' for fear ony o' them wud escape, they offer't the fishers a reward o' five shillin' for every yin they deliver't up tae the sojers, an' they supply't airn fetters wi' padlocks on them tae pit their legs intae, tae hinner them frae rinnin' awa' afore the mornin'. Maist o' the fisher folk got them, an' there's odd yins o' them aboot their hooses yet.

"Some o' the fisher folk, maistly them yt wus come o' the Eerish theirsels, wus mean aneuch tae grup the puir hameless rebels an' sell them tae the sojers for the five shillin's in the mornin', an' they joost set them up in some bit sheugh amang the craigs an' shot them like as mony fowmarts, an' bury't them whaur they fell - no' ower deep - an' threw some mools an' a wheen stanes ower them, an' that was the last o' them and their rebellion, an' the folk yt gruppit an' sell't them, gat twa-three glorious drunks oot o' the price o' their meeserable lives. There's wheens o' their graves tae be seen yet".

According to old Marget she was taking a dauner along the heugh south of Mulldaddie one afternoon to see what had become of the goats; and when she got to the semi-detached rock, known as Carrick-a-sheean, she was amazed to see a little girl about twelve years of age dancing on a flat patch on the top of the craig. She had a white skin and red cheeks and long yellow hair, and was dressed in a short white frock with a blue ribbon round the waist, had white stockings and red shoes, and looked very neat and tidy.

She jumped and danced, and laughed and giggled, and every now and again whirled herself round about till her frock tails spread out like an umbrella - "fair shameless", as old Mag put it - and every time she whirled about she cried out in Gaelic, "Yune, da, tree", - and then she laughed and waffed her arms about her head and seemed to be "rejoicing dreadfully".

Marget cried at her, telling her that if she was not careful she would fall over and get killed, and reproached her for the way she was showing off her legs, but she paid no heed to her, appearing not even to hear her, and still she kept spinning about, and with every whirl she called out "Yune, da, tree", and gave another giggle.

At length one of the goats on a neighbouring rock happened to bleat, and Marget looked that way, and when she turned again towards the dancing girl she was no longer to be seen.

Next morning they had captured three Irish rebels at Slocknavata and got their five shillings a head for them, and a shilling extra a head for burying them, and there was plenty of whisky.

Marget went along the heugh again next day looking for the dancing girl, but she did not appear, and the next morning there were no captured rebels; but the day after, when she went by Carrick-a-sheean, she was dancing and singing away as blithe as ever, only this time the song was "Yune, da, tree - keeir, koig, say; - Yune, da tree - keeir, koig, say", and she seemed to be in a state of intense excitement and greatly pleased with herself. That night four rebels were caught at Portencorkrie and two at Carrick-a-mickey and they were shot and buried in the usual manner and the captors had a glorious fuddle over it. The following day she was there again, but not nearly so lively, and her song was monotonous "Yune, da - yune, da" and the next morning Marget noticed that there were only two Irishmen caught and the whisky wife was in the dumps about it.

The day after she did not turn up, neither did the rebels, and some of the fishers were actually proposing to return to their fishing when, lo! and behold!, Marget found her again, dancing merrily and singing in a cheerful voice "Yune, da, tree, keeir, koig," and making her frock tails "flee oot like the rim o' a wecht, the shameless hizzy", her long hair also streaming out from her head like a yellow cloud. Next morning two unfortunate Irishmen were shot at Portgill and three at Slocknacrummag.

Marget now began to tell her neighbours what she had seen and how the beautiful vision was always the precursor of the deaths of some miserable rebels; and so the people made a practice of going daily to see her, but the curious thing was that she remained entirely invisible to everyone but Marget, although the others heard the laughter and the joyous "Yune, da, tree", or whatever it was; and it was noticed that whatever numbers she mentioned in her song was the number of rebels who were captured and shot the next morning.

Then, old people came to remember that the yellow-haired fairy had been seen before when there were troubles in Ireland and that it seemed always to rejoice in the destruction of the Irish, and it was also brought to mind that old Morag McMorlathan, the howdy, was said to have forgotten to put salt into Marget's mouth when she was born, and that in consequence she was probably a fairy changeling, which satisfactorily accounted for her being able to see the yellow-haired fairy when other and more Christian people could only hear her voice. The fairy was not seen again after the close of the Rebellion till the time of the potato famine, when Marget declared that she danced and sang night and day, only no Irish came over at that time to be shot. They were too busy dying of starvation at home then.

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

Elect.	I. Mather
Cat. Officer	F. De Goey
Bosun	E. Jans
E.R.S.	M. Hussein Hersi
Nav. Cadet	R. Simpson
Eng. Cadet	A. Smith

M.V. "CAPE HOWE"

Master	G. Anderson
1st Mate	L. Morison
2nd Mate	J. Melville
3rd Mate	B. Sharp
Radio Officer	D. Roche
Ch. Eng.	J. Cochran
2nd Eng.	R. Jackman
3rd Eng.	P. Hopley
3rd Eng.	D. Thompson
Jun. Eng.	R. Healey
Jun. Eng.	J. McKenzie
Jun. Eng.	G. Shaw
Elect.	J. McIntyre
2nd Steward	A. McCloskey
Ch. Cook	J. Pollock
2nd Cook	J. Adamson
Bosun	P. McPhee
Nav. Cadet	C. Brown

M.V. "CAPE NELSON"

Master	P. Richardson
1st Mate	W. Fleming
2nd Mate	H. Campbell
3rd Mate	M. Barrington
Radio Officer	B. Breslin
Ch. Eng.	T. Dickinson
2nd Eng.	D. Smart
3rd Eng.	R. Newall
4th Eng.	J. Kelly
Jun. Eng.	N. Brown
Jun. Eng.	J. Barclay
Jun. Eng.	T. Devine
Jun. Eng.	A. MacDonald
Elect.	B. Martin
Cat. Officer	M. Treanor
Ch. Cook	A. Farah
2nd Cook	J. Sutherland
Bosun	V. Hume
A.B.	E. Risso
Nav. Cadet	H. Conway

M.V. "CAPE SABLE"

Master	T. Baker
1st Mate	P. Smart
2nd Mate	R. Dodd
3rd Mate	B. Andrew
Radio Officer	I. MacDonald
Ch. Eng.	A. Metcalf
2nd Eng.	A. Cortopassi
3rd Eng.	G. McNeil

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

4th Eng.	J. Miller
4th Eng.	P. Peacock
Jun. Eng.	A. Marrs
Elect.	S. Hill
Cat. Officer	P. Coles
2nd Steward	V. Bettis
Ch. Cook	C. Green
2nd Cook	G. Fyvie
Nav. Cadet	J. Blance
Nav. Cadet	S. Murray

M.V. "CAPE WRATH"

Master	A. Hunter
1st Mate	D. Clarke
2nd Mate	P. Brennan
3rd Mate	J. Dobson
Radio Officer	T. Davies
Ch. Eng.	J. Watson
2nd Eng.	A. Miller
3rd Eng.	J. Dillon
3rd Eng.	B. Edwards
4th Eng.	E. Carter
Jun. Eng.	D. Barrie
Elect.	D. Rowand
Cat. Officer	J. Weir
2nd Steward	J. McMahon
Ch. Cook	P. Mawston
2nd Cook	J. Hanna
Bosun	D. Budd
Nav. Cadet	J. Smyth
Nav. Cadet	R. Kirkpatrick

M.V. "CAPE YORK"

Master	B. Lawson
1st Mate	R. Harper
2nd Mate	M. Bealey
3rd Mate	D. MacKenzie
Radio Officer	M. Cairney
Ch. Eng.	W. Wallace
2nd Eng.	J. Versteeg
3rd Eng.	R. Dempster
3rd Eng.	P. Harvey
4th Eng.	P. Canning
Jun. Eng.	R. Watkinson
Elect.	W. Logan
Cat. Officer	A. Randle
Ch. Cook	N. Mathieson
2nd Cook	D. Campbell
Nav. Cadet	A. Dinnes
Nav. Cadet	J. Watson
Eng. Cadet	V. McCourt

M.V. "BARON RENFREW"

Master	T. Edge
Master	J. MacKay
1st Mate	D. White
2nd Mate	D. Painter
3rd Mate	R. Wiggans
Radio Officer	A. Stewart

M.V. "BARON RENFREW"
Cont'd.

Ch. Eng.	T. Harris
2nd Eng.	D. Drummond
3rd Eng.	H. MacPhail
4th Eng.	I. MacPherson
Jun. Eng.	F. Drever
Elect.	P. Wilson
2nd Elect.	R. Webb
Cat. Officer	T. Robson
G.P. Steward	M. Kenna
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.1.	A. Picken
G.P.1.	J. Somers-Harris
G.P.1.	G. Hamilton
G.P.1.	N. Scott
G.P.1.	A. Wilkie
G.P.1.	C. Hodson
G.P.1.	P. Hutson
G.P.3.	A. Davidson
P.O.	R. Nelson
Nav. Cadet	J. Drever
Eng. Cadet	M. Fyfe

M.V. "BARON ARDROSSAN"

Master	J. Jones
1st Mate	A. Michie
2nd Mate	D. Cursiter
3rd Mate	D. Smith
Radio Officer	J. McCool
Ch. Eng.	J. Gilmartin
2nd Eng.	D. Anderson
3rd Eng.	A. Cross
3rd Eng.	M. Khan
Jun. Eng.	D. Miller
Elect.	F. Shelley
Cat. Officer	R. Diamond
G.P. Stss.	E. Weir
G.P. Stss.	D. Wilton
G.P. Cook	N. Nagi
G.P. Cat. Boy	T. Brannigan
G.P. Deck Boy	B. Smith
C.P.O.	E. Brennan
G.P.1.	G. Senter
G.P.1.	R. Patterson
G.P.1.	P. Moody
G.P.1.	J. Graham
G.P.1.	D. Laing
G.P.1.	J. Doyle
P.O.	F. Lax
Nav. Cadet	C. Marshall
Eng. Cadet	R. Dodds

M.V. "CAPE HORN"

Master	A. Peebles
1st Mate	J. McKellar
2nd Mate	M. Bajwa
3rd Mate	D. Fitzpatrick
Radio Officer	C. Ritchie
Ch. Eng.	N. Ogilvie
2nd Eng.	S. Suttie
4th Eng.	J. Barr
4th Eng.	A. Christie

4th Eng.	W. Keady
Elect.	G. Horwood
Elect.	D. McLellan
Cat. Officer	A. McGill
G.P. Stss.	S. McCulloch
G.P. Stss.	R. McDermott
G.P. Cook	W. Sutherland
G.P. Cat. Boy	K. MacIntyre
C.P.O.	J. Morrison
G.P.1.	W. Chisholm
G.P.1.	J. Morrison
G.P.1.	J. Murray
G.P.1.	D. Souness
G.P.1.	J. Miller
G.P.3.	H. MacDonald
P.O.	T. McQuade
Nav. Cadet	C. Campbell
Eng. Cadet	L. MacLeod

M.V. "CAPE RACE"

Master	N. Walsh
1st Mate	S. Wright
2nd Mate	J. McCaskie
3rd Mate	P. Ritchie
Radio Officer	J. Thomson
Ch. Eng.	M. Martin
2nd Eng.	H. Miller
3rd Eng.	C. Greig
3rd Eng.	D. McFadyen
Jun. Eng.	D. Bell
Elect.	R. McIntosh
Cat. Officer	J. Drury
G.P. Steward	E. Ridley
G.P. Cook	J. David
G.P. Cat. Boy	R. Pearce
G.P. Cat. Boy	W. Dover
C.P.O.	L. All
G.P.1.	L. Ward
G.P.1.	P. Robinson
G.P.1.	G. Higgins
G.P.1.	B. Lochinvar
G.P.1.	J. Bing
G.P.1.	A. RodriguesG.P.1
G.P.1.	R. Jankie
G.P.2.	D. Breedy
P.O.	R. Dow
Nav. Cadet	G. Gray
Nav. Cadet	R. MacLean

M.V. "BARON BELHAVEN"

Master	L. Hocking
1st Mate	K. Wright
2nd Mate	A. Latty
3rd Mate	N. Campbell
Radio Officer	M. Thomas
Ch. Eng.	R. Towns
2nd Eng.	I. MacKenzie
3rd Eng.	T. May
3rd Eng.	T. Quigley
4th Eng.	D. Stark
Elect.	G. Andrews
Cat. Officer	A. Sisi

M.V. "BARON BELHAVEN"

Cont'd.

G.P. Steward	D. Major
G.P. Cook	F. Scotland
G.P. Cat. Boy	Y. Boudhram
G.P. Cat. Boy	W. Phillips
C.P.O.	G. Adams
G.P.1.	C. Joseph
G.P.1.	H. Charles
G.P.1.	C. Wharton
G.P.1.	F. Caesar
G.P.1.	H. Dettering
G.P.1.	C. Moore
G.P.2.	C. George
G.P.2.	U. Vasconcellos
P.O.	D. Hutson
Nav. Cadet	G. Burke
Nav. Cadet	D. Farrington

G.P. Steward	J. McMenemy
G.P. Cook	C. MacLeod
G.P. Cat. Boy	A. Wilson
G.P. Cat. Boy	A. Law
G.P. Deck Boy	A. Morning
C.P.O.	D. Smart
G.P.1.	J. Gaffney
G.P.1.	J. Stevens
G.P.1.	N. Stadden
G.P.1.	N. McInnes
G.P.1.	D. Beaumont
G.P.1.	R. Walker
G.P.1.	W. Paul
G.P.1.	D. Shillito
P.O.	M. McPhee
Nav. Cadet	N. Hay
Nav. Cadet	D. Finlayson
Eng. Cadet	W. Irvine

M.V. "BARON INCHCAPE"

Master	G. Towers
1st Mate	E. Fowler
2nd Mate	N. Wilson
3rd Mate	T. Farley
Radio Officer	J. Staig
Ch. Eng.	R. Durbin
2nd Eng.	D. Brown
3rd Eng.	E. Moffat
3rd Eng.	L. Speechley
Jun. Eng.	N. Ince
Elect.	D. Noble
Elect.	I. Syme
Cat. Officer	E. Hutter
G.P. Steward	H. Griffiths
G.P. Cook	A. Bullock
G.P. Cat. Boy	B. Armstrong
G.P. Cat. Boy	P. O'Neil
G.P. Deck Boy	J. Purdie
C.P.O.	R. MacLean
G.P.1.	J. Milne
G.P.1.	D. Cook
G.P.1.	N. Lillie
G.P.1.	J. Smith
G.P.1.	T. Lillie
G.P.1.	D. Dalton
G.P.1.	A. Johnstone
P.O.	R. Gibson
Nav. Cadet	K. McEwan
Nav. Cadet	C. Doris

M.V. "BARON WEMYSS"

Master	F. Dalby
1st Mate	C. MacDonald
2nd Mate	D. Oriatto
3rd Mate	N. Smith
Radio Officer	W. McIlroy
Ch. Eng.	D. Campbell
2nd Eng.	W. Drennan
3rd Eng.	J. Watson
4th Eng.	H. Hay
Jun. Eng.	J. Morrison
Elect.	J. Richardson
Cat. Officer	J. Clancy
G.P. Stss.	I. Potten
G.P. Stss.	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.	P. Bennett
G.P.1.	J. Dalrymple
G.P.1.	N. Swales
G.P.1.	M. MacIver
G.P.1.	S. Giles
P.O.	D. Carmichael
Nav. Cadet	P. Lane
Eng. Cadet	A. MacPhee

M.V. "BARON MACLAY"

Master	D. Innes
1st Mate	A. Maxwell
2nd Mate	A. Nisbet
3rd Mate	A. Van De Velden
Radio Officer	D. Anderson
Ch. Eng.	A. Smith
2nd Eng.	J. Riddle
3rd Eng.	A. Harbinson
3rd Eng.	D. Girgan
Elect.	G. Bridge
2nd Elect.	K. Williamson
Cat. Officer	E. Trotter

M.V. "CAPE GRAFTON"

Master	M. Turton
1st Mate	P. Dyson
2nd Mate	S. Barker
2nd Mate	P. Wright
3rd Mate	H. Hanna
Radio Officer	J. Forrester
Ch. Eng.	F. Freeburn
2nd Eng.	C. Richardson
3rd Eng.	R. Smillie
3rd Eng.	G. Clement
3rd Eng.	M. Currey
Elect.	R. Bray

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

Cat. Officer	J. McGurk
G.P. Steward	W. McIntyre
G.P. Steward	R. Hill
G.P. Cook	R. Kan
G.P. Cook	G. Dunn
G.P. Cat. Boy	R. Kan
G.P. Cat. Boy	A. Thomson
G.P. Cat. Boy	T. Hamilton
G.P. Cat. Boy	J. Meechan
G.P. Cat. Boy	S. Gillespie
C.P.O.	M. Boddy
G.P.1.	D. MacLachlan
G.P.1.	J. Sander
G.P.1.	H. Kerr
G.P.1.	I. Holmes
G.P.1.	B. McQuiggan
G.P.1.	W. Wilson
G.P.1.	D. Hamilton
G.P.1.	G. Russell
G.P.1.	B. Byers
G.P.1.	D. Devaney
G.P.3.	M. Doheny
G.P.3.	J. Rudd
G.P.3.	R. MacLeod
P.O.	P. Sharman
Deck Boy	C. Glass
Nav. Cadet	I. MacLeod
Nav. Cadet	W. Esler

M.V. "CAPE LEEUSIN"

Master	I. Tyrrell
1st Mate	D. Taylor
2nd Mate	T. Kee
3rd Mate	M. MacRae
Radio Officer	I. Leese
Ch. Eng.	R. Taylor
2nd Eng.	G. Sellars
3rd Eng.	N. Ramsay
3rd Eng.	J. Stone
3rd Eng.	G. McPherson
Elect.	H. MacFarlane
2nd Elect.	A. Baldwin
Cat. Officer	J. Smith
G.P. Steward	H. McNicol
G.P. Cook	I. Gibson
G.P. Cook	D. Hughes
G.P. Cat. Boy	A. Copeman
G.P. Cat. Boy	I. Ward
G.P. Cat. Boy	A. Bell
G.P. Cat. Boy	A. MacLeod
G.P. Deck Boy	A. Maxwell
C.P.O.	A. Clarke
G.P.1.	G. French
G.P.1.	A. George
G.P.1.	F. Horobin
G.P.1.	F. Morrison
G.P.1.	A. MacDonald
G.P.1.	W. Caldwell
G.P.2.	M. Gillies
G.P.3.	J. Ure
P.O.	E. Gibson
Nav. Cadet	C. Shields
Eng. Cadet	G. Cowie

M.V. "CAPE GRENVILLE"

Master	W. Greatorex
1st Mate	A. Weir
2nd Mate	C. Blane
3rd Mate	H. Hardie
Radio Officer	J. Callaghan
Ch. Eng.	R. Hartley
2nd Eng.	R. Wright
3rd Eng.	H. Keenan
3rd Eng.	J. Reid
4th Eng.	F. Taylor
Elect.	J. Parker
Cat. Officer	J. McDonald
G.P. Stss.	R. Simson
G.P. Stss.	D. Wiseman
G.P. Cook	D. Taylor
G.P. Cat. Boy	R. Hamilton
G.P. Deck Boy	J. Mochrie
C.P.O.	J. Richardson
G.P.1.	J. Dunford
G.P.1.	T. Cox
G.P.1.	A. Howes
G.P.1.	R. McBride
G.P.1.	R. Johnston
G.P.1.	F. Ferguson
G.P.1.	L. Fraser
P.O.	A. Dent
Nav. Cadet	H. McWilliam
Nav. Cadet	K. Hastie
Eng. Cadet	G. Smith

M.V. "CAPE ORTEGAL"

Master	K. Dootson
1st Mate	W. Anderson
2nd Mate	J. Paton
3rd Mate	C. Williamson
Radio Officer	N. Smith
Ch. Eng.	W. Anderson
2nd Eng.	C. McCrae
3rd Eng.	T. Orr
3rd Eng.	D. McArthur
4th Eng.	P. Broers
Elect.	W. Hornshaw
Cat. Officer	R. Cathcart
G.P. Stss.	N. Brown
G.P. Stss.	C. White
G.P. Cook	W. Thomson
G.P. Cat. Boy	J. Phillips
C.P.O.	B. Mahoney
G.P.1.	D. Ferguson
G.P.1.	B. Masters
G.P.1.	W. Wilson
G.P.1.	R. Turner
G.P.1.	I. Thomson
G.P.1.	C. Riddell
G.P.1.	P. McCulloch
G.P.1.	S. Goldsmith
P.O.	D. Craig
Nav. Cadet	D. Hiddelston
Eng. Cadet	P. Webb

AWAITING APPOINTMENT

3rd Eng. J. McLean

VOYAGE LEAVE

Master	S. Readman	2nd Eng.	T. Campbell
"	D. Sinclair	"	W. Green
"	W. Warden	"	I. Procter
"	J. Jennings	"	G. Harrison
"	C. MacLean	"	A. Warren
"	M. Murray	"	K. Williams
"	C. Strachan	"	W. Jones
"	G. Roger	"	J. Williams
"	P. Hall	3rd Eng.	G. Law
1st Mate	N. Brewer	"	G. Stevenson
"	J. Houston	"	R. Porteous
"	P. Brooks	"	K. Graham
"	I. Wemyss	"	A. Walker
"	J. Wood	"	D. Dunlop
"	D. Jones	"	L. Donlan
"	E. Williams	"	J. Campbell
"	D. Sutherland	"	W. MacDonald
2nd Mate	H. Aitchison	"	H. Caldwell
"	J. Gillespie	4th Eng.	P. Gray
"	W. Finnie	"	I. Rennie
"	C. McCurdy	"	G. Douglas
"	D. Lloyd	"	S. Askew
"	R. Bucknall	"	R. Frost
"	P. Cordiner	"	G. Hooley
"	A. Morrison	Jun. Eng.	A. Samuel
3rd Mate	S. Hall	"	R. Taylor
"	D. Johnston	"	A. Starrs
"	W. McKie	"	R. Henderson
"	R. Abercrombie	"	A. Weir
"	G. Adams	"	G. Pelly
"	D. Fenton	Elect.	R. Knight
"	E. Moodie	"	G. Rutherford
"	I. MacKay	"	B. Hallas
"	I. Waters	"	J. Hall
"	C. Aikman	"	C. McErlean
Radio Officer	D. Gudgeon	"	A. Dodds
"	D. Humble	"	D. Gibb-Mawhinney
"	D. Wilson	Cat. Officer	G. Daddy
"	G. Walker	"	J. Smith
"	D. Poole	"	E. Crosby
"	A. MacKinnon	"	E. McLaughlin
"	L. Anderson	"	R. Loadwick
"	J. MacNeil	"	I. Neave
"	R. MacMeikan	"	R. Kerr
"	A. MacCallum	G.P. Steward	K. Dookham
"	J. Tomlinson	"	W. McLean
"	A. Honan	G.P. Cook	J. Ridgeway
"	J. Kell	G.P. Cat. Boy	L. Shortman
"	F. Howard	C.P.O.	D. McMahon
Ch. Eng.	A. Alexander	"	J. McCormack
"	G. McEwen	"	D. McGuire
"	K. Malhotra	G.P.l.	J. Challis
"	D. Wright	"	F. Bryan
"	B. Denmark	"	B. MacKinnon
"	F. Young	"	K. Weaver
"	E. Good	"	A. Patrick
"	W. Rush	"	G. Weston
"	J. Weir	"	R. Manifold
"	J. Munro	"	S. Pyne

VOYAGE LEAVE
Cont'd.

G.P.l.	J. Docherty
"	A. McMichael
"	D. Lochinvar
"	E. Congreaves
"	I. Davidson
"	S. Grieves
"	D. Canning
"	S. Tennant
"	C. Gallagher
"	M. Jenkins
"	A. Fagg
"	A. Mills
"	A. McKenzie
"	R. Addison
"	B. Wride
"	D. White
"	P. Shotton
"	J. Tomlinson
P.O.	J. Buchan
"	N. Watkins
"	R. Jones
Bosun	G. Williams
Nav. Cadet	S. Budd
"	R. Stewart
"	M. Kenny
"	R. MacDonald
"	R. Gernon
"	S. Hayward
"	R. MacDonald
"	K. Playle
"	M. Goodman
Eng. Cadet	R. Morrice
"	P. Shotton

STUDY LEAVE

2nd Mate	W. Runcie
"	E. Kanijo
"	A. Logan
"	A. Henderson
"	H. Corkhill
"	K. O'Neill
"	D. MacIsaac
3rd Mate	J. Philips
2nd Eng.	D. Anderson
"	W. Hughes
4th Eng.	A. Dabee
3rd Eng.	S. Beeley
"	K. Kyriacou
2nd Cook	J. Nitkowski

SICK LEAVE

1st Mate	B. Bedworth
2nd Mate	D. Coe
"	R. Mullen
"	M. Roche
3rd Eng.	A. Dias
Elect.	D. Beaumont
Cat. Officer	W. Mitchell
"	J. Campbell
"	W. Gilmartin
G.P. Cook	A. Paterson
2nd Steward	E. Kelly

TRAINING

Nav. Cadet	D. Peatroy
"	R. Bentley
"	P. O'Sullivan
"	E. Morain
"	L. Forbes
"	P. Cowing
"	D. Skinner
"	C. Parton
"	R. Johnston
"	J. Campbell
"	C. Groundwater
"	D. Matheson
"	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
"	J. Hannah
"	D. McClelland
"	A. Wink
"	D. Dunbar
"	R. Currie
"	A. Kennedy
"	M. McLay
"	W. Moncrieff
"	A. Sinclair

STANDBY

Master	A. Fraser
"	A. Sutherland
1st Mate	T. Walker
Ch. Eng.	E. Kellie
2nd Eng.	W. Adamson
"	D. Morrison
Elect.	J. Leiper
P.O.	F. Courtney

M.V. "BARON DUNMORE"

Master	G. Downie
1st Mate	I. Taylor
2nd Mate	M. Islam
3rd Mate	M. O'Reilly
Radio Officer	R. Gaches
Ch. Eng.	G. Mitchell
2nd Eng.	R. Morris
3rd Eng.	P. Knapp
3rd Eng.	I. MacRury
4th Eng.	W. Sewell
Jun. Eng.	J. Nelson

SHIP NEWS (Continued from Page 4)

"CAPE RODNEY" It had been hoped to launch this ship from Govan Shipbuilders yard during the afternoon of Thursday, 22nd January, but gale-force winds that day prevented the launch so the Naming Ceremony only was carried out. The ship's Sponsor was Mrs. Peter Smith, wife of S.S.M.'s Director Marine/Operations. The ship was put into the water p.m. 23rd January, by which time weather conditions had considerably abated. She is presently fitting-out and is expected to leave the Clyde 17th-19th March. We hope that the next edition of TRIAD will include photographs of the ship.

"CAPE SABLE" sailed from Moji on the 20th February after completion of discharge and is now crossing the North Pacific to load at Portland, Oregon for Indonesia.

"BARON WEMYSS" passed Cape Town on the 8th February en route from Port Pirie with cargo for Antwerp, where she should arrive 26th February. On completion of discharge she will drydock at Antwerp.

"CAPE YORK" is due at Yokkaichi, Japan, on the 28th February to commence discharge of a phosphate cargo loaded at Tampa, Florida. After discharging part-cargo at Yokkaichi she will complete at Ishinomaki and Miyako.

- - - - -

Erratum : Our apologies for the mis-spelling of "Cape Leeuwin" in the Personnel Lists.