

# **TRIAD**

**SCOTTISH SHIP MANAGEMENT LTD**



**NO 27 JULY 1976**

EDITORIAL

As indicated in the editorial of the last issue, this is the first edition of the "new look" Triads and it is hoped it will be popular. As already stated, this is intended to act as the link between those at sea and those ashore. Accordingly, the circulation must be on a much more restricted scale than the previous editions of Triad which, because of its popularity, ended up by having a very large circulation to many of our friends worldwide. It is felt because of the nature of the publication that future editions must be strictly limited to our shore and seagoing staff.

It is our intention to issue as a newsletter at two-monthly intervals the list of those on board ships and those on leave as it is felt that a gap of four months between issues of this particular information is too long. Triad has been designed in such a way that if some information of particular urgency or importance crops up, a special abbreviated edition can be printed and sent out as necessary.

Mr. Angus McAlister has been Editor of Triad since its commencement and with the "new look" version we are having a change. We would like to express very sincere appreciation of all the hard work and dedication which Mr. McAlister has given to Triad. Mr. Bill Anderson will now be looking after the production of Triad.

All Masters were requested to send in a short newsletter but the response has been very poor indeed and if Triad is to be a success and of interest to all, it is essential that all Masters subscribe. The letter should be short, but include as much information of general interest as possible. The operative words are "short" and "interest". It is difficult, but we do depend on your co-operation.

The fitting of the new MIP lubricating system and implementing the adjustments recommended by Stork Werkspoor Diesel for the medium speed engine ships is now complete and it is hoped that the initial signs that this new lubrication system is a considerable improvement over the old will prove to be correct. This operation has been very time consuming and it is hoped that these vessels will run as trouble-free as possible for the balance of the year.

Unfortunately, the freight market on which our prosperity entirely depends is still at an unacceptably low level although there are signs here and there of a slight improvement and for the first time in over a year or 18 months the total of laid-up tonnage throughout the world has decreased slightly. There is, however, still a massive pool of laid-up tankers and other vessels which, of course, are a continuing threat and real profitability can only return when world trade expands sufficiently to absorb all this idle tonnage.

M.V. "CAPE RODNEY" JOINS THE FLEET

On a bleak, bitterly cold Monday morning in early December I arrived at the main gate of Govan Shipbuilders Limited, and glancing up to assure myself that there was not carved above it the legend, "Abandon hope, all ye who enter here", passed through into the Builders' Yard. My first impression was, "Good Heavens, can they build even one ship here, in this sea of mud, let alone four?", and as I gazed in wonderment at a scene of utter chaos, a man wearing a yellow safety helmet, on which was emblazoned the name of a well known building construction company, asked me if he could assist me. I told him I was looking for the Office of the Shipowners' Representatives, and he set off, adequately shod in large rubber boots, while I, shod in ordinary, light street shoes, crept gingerly after him, trying with indifferent success to avoid the worst of the slough and the showers of mud sent up by the wheels of passing vehicles of every kind. As one made his way through the Yard it became evident that Govan Shipbuilders Limited were in the throws of a massive modernisation and reorganisation programme. As one progressed through the Yard towards the building berths, more and ever more evidence could be seen of a veritable hive of industry, and rounding the end of the plating shed, one could see three hulls, in various stages of construction, on the building berths, and one ship, "CAPE ORTEGAL" lying at the fitting out quay. After following my guide through a maze of workshops, I arrived at the Office Block in which, with the offices of the various Department Managers and Lloyd's Surveyors, was situated the offices of the Owners' Representatives; and here I met my one-time shipmate and close friend of many years, Captain Sutherland, the Owners' Representative for the four new-buildings in the Govan Yard. Also in the yard were other friends - Captain Dootson, Chief Engineer Bill Anderson, and Chief Officer Willie Andersen, all of M.V. "CAPE ORTEGAL" which was then fitting out and nearing completion.

As all are aware, unlike in former years, when a ship was built frame by frame, beam by beam and plate by plate on the building ways, the modern ship is constructed of many units, prefabricated in sometimes widely separated parts of the Yard, which are merely assembled, linked up and welded into an integer form, a hull, on the building berth. Such was the case with "CAPE RODNEY"s hull, and during the period when the separate units were in the process of construction, the Ship's Staff who were standing by the building, accompanied Lloyd's Surveyors to the several prefabrication areas to inspect the integral units before these were transported to the various building ways on which the remaining three ships were building.

These units for survey, weigh anything up to about 120 tons, and might comprise of a double-bottom tank, with adjacent pipe passages, or a hopper tank, or an upper wing tank - (a saddle-tank, as they are called in this particular yard) - or a large section of the fore-peak tank or fore-peak stores flats. It might be of some interest to mention briefly the construction process leading up to the completion and survey of these units; during the construction of the unit at the prefabrication site, the Foreman keeps a close watch to ensure that it is being built in strict accordance with the plans issued by the Drawing Office, that all the various brackets are included and no items, such as compensation pieces and stiffeners are missed. When the work is believed to be completed, prior to offering it for survey, two men specially trained, and of wide experience in steel work, known as "Searchers",

enter the unit and mark up any defects they can find. These defects are made good to the satisfaction of the searchers and the Foreman, then the Co-ordinator is informed on his daily round that the particular unit is offered for Survey. In order to obviate two different surveys, Lloyd's Surveyor and Owners' Representative go along together to the site at the stated time, contact the Foreman and searchers, and all conduct a detailed examination of the unit, paying particular attention to the standard of welding, the fitting of piping and pipe clips and hangers, the size of drainage holes, general cleanliness and the touching up of shot-o-kote primer damaged by burning and welding.

The units are transported by specially constructed, multi-wheeled lorries and are brought under the building-berth cranes where they are carefully slung by the riggers, lifted into position and secured by beams, shores, welded lugs, toggles and bottle-screws; the work of aligning the unit, fairing, cropping and finally welding the link-up seams to the immediate adjacent structure is then effected, after which, parts of deck and shell-plating seams, usually at cross butts, are subjected to X-ray examination as required by Lloyd's Surveyors. During the construction of the hull on the building ways, the installation of the main engines, generators and ancillary machinery progresses, the rudder is shipped, the propeller fitted; the foremast, radar/signal mast, crane-columns, crane-cabs and finally the funnel are mounted and welded in position, so that, upon launching and leaving the building berth, most of the main structural units and machinery is already in the ship. Naturally, while the ship is still on the building berth, the hull is being primed and painted, and the painting programme must, of necessity, be closely co-ordinated with the testing of ballast and oil-fuel tanks. Certain ballast tanks must be filled with water for testing of seams for leaks; others, filled with compressed air, are tested by applying soapy water by brush to seams, and should even a minute pinhole be present in the weld, it will show up by the soap bubbling freely at the defect.

Just before the final preparations for launching, the out-fitting tradesmen begin to come on board to prepare their work - joiners, plumbers, electricians, painters, employees of the various contractors begin to make their presence felt, and we were soon being asked to examine scupper-piping, fresh water supply lines, fire and wash deck supplies where these passed through accommodation, windows, deadlights, wet spaces, such as shower and toilet decks and boundaries. Looking at the state of the hull a couple of weeks before the appointed launching date, one would surely have thought there was little chance of the ship being ready for taking the water; there seemed not the slightest hope that the amount of welding to be done around the bows, the cleaning off of welding lugs and the painting required could be accomplished in time. The launching ways began to be placed in position, forward and after launching poppets were placed in readiness, welding and caulking quickly came to completion, shell-plating was painted, then staging and scaffolding began to be sent down, bottom tank plugs were screwed home and painters, working now from platforms slung from crane-hooks, began to paint in the name on the bows and transom stern, the draft marks on stem and stern posts and amidships. A couple of days before launching day, the drag-chains were attached to their brackets bolted on to the shell-plating on the starboard side, three



in number, the shipwrights fitted and tested the triggers which would finally release the launching ways from the fixed ways, and the unnecessary shores and blocks began to come away from beneath the ship.

Not only had the ship been dressed and burnished for the occasion, it seemed, for early in the afternoon of 22nd January a large number of guests gathered at the offices of Govan Shipbuilders Limited, the ladies being brightly, even gaily dressed, defying the grey threatening weather, and from the office building we were transported in cars and buses through the shipyard to the Launching Platform which at the bow of the ship was gaily decked in bunting, its flags fluttering in the strong south westerly wind. The party of guests, led by the Ship's Sponsor, Mrs. Beryl Smith, wife of Mr. P. Smith, Director of Scottish Ship Management Limited, mounted the platform to the strains of the pipes, then after the Blessing of the Ship by the two Yard Chaplains, in a loud and clear voice, Mrs. Smith pronounced the time-honoured phrase, "I name this ship "CAPE RODNEY"; May God bless her, and all who sail in her", and with a steady hand and unerring aim she broke the bottle of champagne against the bow. Returning to the Shipbuilders' offices a most enjoyable couple of hours were spent; the usual speeches were made by the Chairman of the Builders, the Ship's Godmother, the Chairman of the Owners, Lyle Shipping Company Limited, toasts were drunk and a very satisfying buffet meal was served. This was a most informal occasion, really; in fact, it was more like a get-together of old friends, and I believe everyone present was sorry when the time came to think about getting home, or back to work.

The outfitting of a ship, once launched, is the apparent time of greatest activity; workmen from all the trades in the Shipyard are scurrying around, carrying out their own specific jobs, and it is no exaggeration to say that one could scarcely move around inside the accommodation block, the engineroom, steering-gear flat and storerooms. In the accommodation, storerooms and refrigerated chambers the dry survey of casings is completed and the painting and insulation of the steelwork goes ahead very quickly. Accommodation bulkheads very quickly begin to appear throughout the various decks, composition is laid in the various rooms and washplaces, toilet fixtures are erected in bathrooms and decks there are tiled. Plumbers are everywhere connecting up their pipes and testing these - for much of their piping will eventually be covered in when the deckhead linings are fitted by the joiners; electricians, too, are busily engaged running their wiring along behind the rapidly rising bulkheads and along deckheads. Galley, Pantry and Laundry decks are tiled, mainly at night and during the week-end when fewer tradesmen are around, and the equipment for these compartments begins to arrive on board. On the Bridge, one can scarcely move for the crush of joiners, electricians and technicians from the suppliers of the various navigational instruments which are appearing on board in growing numbers each day; in the Radio Room - on the deck below the Bridge Deck in these vessels - there is every appearance of a small factory as crates of radio equipment are opened up and the contents positioned, secured and wired up.

It is of interest to note that three of the hatch-coaming units, complete with hydraulically operated McGregor hatch-lids, were constructed completely in a module shed just beside the fitting-out basin, and as each was completed, it was transported to the ship, lifted on board, fitted to the deck and welded down; Numbers one, three and five being constructed in this manner. The hatch coamings at Numbers two and four holds were constructed in the usual manner, the coamings being placed on board in sections, fitted, welded down and the hatch-lids being placed on board last of all. The fitting of the hatch-lids is a very painstaking job, as you can well imagine, great care being required, and many tests conducted before the compression bars and hatch-lid running bars can finally be welded to the coaming bars. If hatch-lids are to be even reasonably tight throughout the life of a ship it is obviously essential that they be tight on fitting in the first instance, and great pains were taken by Lloyd's Surveyors and the Ship's Staff to ensure that these were watertight under severe hose testing; on the whole, not many leaks were found, but such as did show up were investigated and the cause removed before re-testing.

One point of interest in the construction and painting of this class of ship is that they are built with a controlled corrosion system in operation; On condition that the ballast tanks and other points liable to corrosion by reason of their function are treated with an approved protection against deterioration, Lloyd's allow a somewhat lighter scantling in the construction, so throughout the life of the ship, Lloyd's Register have a distinct interest in the painting of ballast tanks, particularly upper wing tanks.

Very soon after entering the out-fitting basin the ship's generators are brought into operation; amid the apparent chaos of men, tools and engine parts in the engineroom one sees the first signs of mechanical movement and co-ordination and feels the first pulsation of life running through the ship, and he feels that the ship is coming alive - actually becoming a ship as seafarers know a ship, as distinct from a project in a Shipbuilders' Yard. And not long after the first generator comes to life, Yard Engineers, Ship's Engineers, Engine Builders, Superintendents and Lloyd's Surveyors are filing aboard, with the Pilot, there is a great blast of air, the main engine has its first "kick" and the propeller begins to thrash the water of the outfitting basin. Well, at this stage, the ship really is alive, but looking around, one cannot believe that, in about a week's time, the ship, under her own power, although assisted by tugs, will leave the out-fitting berth and make her way down-river to the drydock. Almost daily, the pilot is on board and engine tests, steering gear tests, instrumentation tests, etc., are in progress, and things really begin to hum throughout the entire ship. Each day one sees things falling into place with amazing rapidity, and the last week is one round of feverish haste as surveys are carried out; Surveys of lifesaving equipment, fire-fighting equipment.

At the very last moment one begins to think that the Builders just might manage to get the ship off the fitting-out berth as scheduled! but, sure enough, when the day arrives, although there still remains lots to do to make the ship ready for sea, the Pilot boards, the tugs arrive, the engines are started, and on letting go the Yard's moorings, the ship moves out into the river and away down to the dry-dock at Elderslie No. 3, Scotstoun.

"CAPE RODNEY" shifted to Elderslie No. 3 drydock on 5th March and rested on the blocks that afternoon; right away, the hosing down and cleaning of the hull with high-powered fresh water hoses began, for quite a coating of mud had been picked up in the fitting-out basin. Intake grids were opened up and cleared of mud, launching lugs and brackets were cut off and where the bottom paint system had been damaged, this was made good.

During the four full days the ship was in the dry-dock, the Builders' men continued the work of out-fitting and painting on board, and after a final inspection of the bottom shell, the dock was flooded up on the morning of Wednesday, 10th March. The ship normally carries a complement of twenty-nine, but on sailing from Elderslie drydock on sea trials on the Firth of Clyde there were well over an hundred and twenty. Naturally, extra life-saving equipment has to be placed on board to accommodate so many people. The Catering is done by a firm of caterers, well skilled in such work, hired by the Builders to cook and feed all who are making the journey for the purpose of carrying out the various tests on engines, equipment and instruments.

Quite a few defects had been noted during Sea Trials, as might be expected, and after further meetings and discussions with the Builders these were agreed upon. Five days left until the date of Hand Over to the Owners - not much time left to get everything completed, so with a final burst of concerted effort the whole team in the Yard get down to it. At this stage the very complex and difficult matter of storing the ship for sea really gets into gear, and the co-ordination of delivery from the various suppliers is no mean feat on the part of the Stores Department in the Company's Office. The fact that the ship had returned to the Builders' out-fitting basin, which, was in the midst of a major rebuilding programme, certainly did nothing to ease the storing programme. However, despite the many obstacles, the job was done, and on the whole, done very well. It was decided, after consultation between the Builders and Owners, that, although there would remain a few minor items to complete by the scheduled date of Hand Over to Owners, the Owners would accept the ship on time, the Builders continuing to work until completion, so at eleven o'clock on Wednesday, 17th March, 1976, in the Officers' Bar/Recreation room, which incidentally, is called "The Highlander", The Chairman of the Lyle Shipping Company Limited, Mr. William Nicholson, accepted the vessel from her Builders, Govan Shipbuilders Limited, and her Register and folder of Certificates and documents were handed to the Master.

On Thursday, 18th March, the Crew Agreement was opened, the Ship's Company came on board and were signed on, and needless to say, all were delighted with the comfort and high standard of the accommodation and public rooms throughout the ship. Here, as in the "Haugesund" Class of vessel, each crew member has his own individual toilet, and the rooms are large, bright and airy. The Crews' Bar and Recreation Room - "The Mariner" - like the Officers' Bar, could scarcely be improved upon; both having every possible comfort and recreational amenity. As all are aware, with regard to navigational equipment, the standard of this on all our ships is very good indeed; "CAPE RODNEY" has virtually similar equipment to other ships of the Fleet - probably later models of the

equipment - and in addition, she, like "CAPE ORTEGAL", is fitted with a Magnavox Navigation Satellite System.

Most navigators, and others, I think, have read of this quite recent and unique system of navigation, and while we are still, at this time, treating it with a certain degree of, shall I say, suspicion, we find it a wonderful help in maintaining a very close check upon the ship's position. Like all navigational aids, it has certain definite limitations, but unlike many other such aids, these limitations are surprisingly few. The navigation satellite system has the distinct advantage that it is compact, consisting merely of an antenna and pre-amplifier mounted on the top of the signal mast above the Bridge, a fairly small computer unit mounted on a bench at the after end of the Chartroom and a satellite navigation terminal mounted on the chart table; Although one takes quite a few days to begin to appreciate all the information this system is capable of providing, it only takes a day to learn how to operate it satisfactorily.

Thursday evening, our last evening in port, saw a very happy occasion indeed; The Master and Officers of the ship, with the Company's Superintendents, put on a "small" party on board for members of our Office Staff, members of the Shipbuilders' Staff and Lloyd's Surveyors. It was, in fact, a real oldtime "Come all ye" to which many shipmates, friends and their wives came with a right good will. I can say, without fear of contradiction, that the party was a tremendous success, right from the start. If everyone didn't know everyone else right at the start of the evening, they certainly didn't take very long to get to know them. The guests - there must have been about seventy of them at the height of festivities, (no exaggeration) (ask Captain Sutherland!) - had the opportunity of seeing the new ship, and all expressed full approval of her. The ladies, in particular, were delighted with the decor and the soft furnishings, and one could hear their enthusiastic comments upon the colours and textures of curtains and all such things dear to their hearts. With his usual consummate skill at such organisation, and with the very excellent culinary prowess of Bill Loadwick, Catering Officer, and Tommy Jones, Chief Cook and Chef Supreme, Mr. Border had arranged about as impressive a buffet table as we have ever seen. Drinks were served in "The Highlander" and in "The Mariner", and until nearly midnight there was a happy, laughing, dancing crowd on board; toasts were drunk to the success of the ship and her crew, toasts were drunk to the further success of her Owners and Builders, toasts were drunk to the health and happiness of our many guests and well-wishers and everyone present thoroughly enjoyed the party. As Robert Burns puts it so succinctly, "But pleasures are like poppies spread ....", and eventually, regrettably, the guests had to get home, and we, who were to take the ship away to sea in about twelve hours time, had to get to bed, so "Goodbyes" were said and a very happy party indeed came to a close.

Our Godmother had presented the ship with two very fine paintings, one of a Highlander, to grace the Officers' Lounge, and one of an old time Mariner to grace the Crews' Lounge, these had been mounted by the joiners and I can only say that they are excellent, setting off both lounges to perfection and creating an atmosphere in keeping with their distinctive names.



A very fine photograph of Mrs. Smith, taken as she walloped the bow with that bottle of champagne, hangs in the dining saloon, and all agree that it is a very fine and fitting picture. Unfortunately, our Godmother's visit was, of necessity, a short one, but it was much appreciated by us all, and her Good Wishes to all on board will go with us, I know, upon our journeyings. And so, at noon that day, with a party of guests from our own Office, after sincere "Goodbyes" to our many good friends at Govan Shipbuilders Limited, the ship left the fitting-out basin, manoeuvred into the river with the assistance of two tugs, then under her own power, set out for the Firth where she did a short cruise to let our guests from the Office see "her paces". Then, returning to the "Tail of the Bank" and wishing our guests "Goodbye" as they disembarked, we set off shortly after on our maiden voyage.

In closing, after all that, what do I think of Clyde shipbuilding now? I think they still build an excellent ship on the Clyde - a ship that can compare favourably with ships built anywhere in the world - and up to this time I think we've got two of them, "CAPE ORTEGAL" and "CAPE RODNEY", with two more to follow. During our sojourn at Govan we, that is Chief Engineer Jim Kellie, Chief Officer Tom Walker, 2nd Engineer Donald Morrison, and myself, were treated with unfailing courtesy by everyone, and it is no exaggeration to say we received much personal help and friendship from all at the Yard. We of "CAPE RODNEY", as she joins the Fleet, say a very sincere "Thank You" to all at our own Office in Glasgow who showed so much kindness and understanding, and to all at Govan Shipbuilders Limited who built such a fine ship. We do not forget, of course, the friendship and assistance we received from Mr. Burn, Mr. Donald McLachlan and Mr. Ian Burley, Lloyd's Surveyors, nor do we forget the kindnesses we daily received from the ladies in the Lunch Room at the Yard. Finally, last, but certainly not least, we thank Captain Sutherland for his never-failing cheerfulness and very real assistance, and we wish him much success in the days to come at Govan, and those to come at the new-buildings in Japan.

From Captain A.M. Fraser

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#### ENGINE ROOM MODULE FABRICATION AT GOVAN

Since taking up my present duties at Govan Shipbuilders, a very large modernisation programme is under way and this has included Module fabrication.

The old Fairfield Engine shop was altered and fitted with two large gantry cranes, and was also provided with air conditioning to give ideal working conditions. Four 80 ton Clark Chapman cranes have been built, three of which are operational in the vicinity of the three building berths. With this new type of crane larger and heavier units can now be fabricated, this applies to Double Bottom, Hopper tanks, Upper Wing Tanks and super structure units and of course the Engine Room Modules.

Jigs are used in the Module hall for the construction and fabrication of the steel. The two main E.R. Modules, one Port, one Starboard, consist of D.B. up to Upper Flat and run from E.R. Bulkhead at frame 42 aft to frame 20. During construction all the E.R. Machinery is fitted plus ballast,



bilge lines etc., all cable trays. Each module weighs about 76 tons and takes about five weeks to complete. It is dry surveyed prior to erection and this makes the survey much easier in every respect, I should know, having done three ships, "Cape Rodney" being the first of our buildings to have the Module.

Transport to the erection berth is by means of a Kaamag Carrier which is a low type of float with a capacity of 136 tons. It has hydraulic operated wheels, eight groups of four, this makes it possible to turn in any direction. A cement dock was built in the Module Hall same height as the carrier., this to give more head room for lifting each Module.

The E.R. centre section of the D.B. is fabricated first and then erected on berth, the Port and Starboard Modules are then erected alongside and faired to centre section.

The main E.R. Modules are in four parts, the two after ones run from frames 20 to After Peak.

Each Module is usually given a coat of primer before it leaves the Module Hall and when it is free of all the usual oil etc., that is in abundance during fitting out.

The above method has certainly cut down time in fitting out of the E.R. and building of the Engine which is dropped in place shortly after the Modules are erected.

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CAPTAIN A. M. FRASER  
M.V. "CAPE RODNEY"

By the time this edition of Triad is printed the last of the four Govan Ships will have been handed over. It is pleasing to advise that all reports coming from Captain Dootson and Captain Fraser have been extremely satisfactory. Not only about the performance of the ships themselves but also in another important area namely the cargo handling equipment. Apart from the Master's reports officers returning on leave are also of the opinion the ships are up to all expectations.

Captain Sutherland has done excellent work in looking after the Company's interests at Govan. On completion of the M.V. "BARON PENTLAND" and after a holiday he will join Mr. Moore in Japan again ensuring the two vessels being built at the Japan works of Mitsui are delivered according to the Company's standard.

Mixed fortune has attended the use of the Magnavox satellite Navigation System. The set on the M.V. "CAPE RODNEY" has performed perfectly whereas the set on the M.V. "CAPE ORTEGAL" broke down three days prior to arrival in Japan on her maiden voyage and since has been given expert attention to no avail up to the present time. The manufacturers consider we may have a Rogue set on our hands which naturally will be replaced if the fundamental faults cannot be found and eliminated at the next examination.

The Japanese vessels will also be equipped with the Magnavox system and will have in addition the computer programmed to give stability information. The Govan vessels will have the normal Kelvin Hughes Single Point Stress Finder on board. A Multi-point stress finder for the Govan vessels is kept in the office. It was supplied by Lilaas Finmekaniske, Norway.

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#### PHOTOGRAPHERS

In order to complete a group of colour slides for recruitment and similar publicity purposes we require further colour slides or photographs suitable for conversion to slides. Only a few are needed which should preferably show ships/places/cargo/faces, particularly with a view to conveying an impression of life with S.S.M. It is important that any photographs submitted should include if possible members of the Ship Company as this tends to add realism. We would like to include material from Clyde, Haugesund and Horten class vessels.

Any items accepted would be copied and originals returned. Suitable material should be forwarded to Ron Murray, Recruitment Officer.

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### SURVIVAL TRAINING

The Department of Trade have published proposals - which have been endorsed by the Parliamentary Under-Secretary of State for Companies, Aviation and Shipping - for new training arrangements in survival at sea. These arrangements, upon which all interested sectors of the shipping industry have been consulted, have been passed by the D.O.T. to the Merchant Navy Training Board for implementation.

#### Summary of Recommendations

- (i) All new entrant seafarers should before they go to sea undergo a basic training in survival. Once sufficient training facilities are established, this should become a compulsory but not statutory requirement.
- (ii) Present and re-entrant seafarers in the Merchant Navy and the fishing fleet who have not undergone training in survival procedures should be required to undergo the basic course as soon as possible after sufficient training facilities have been established.
- (iii) During the establishment of courses it will be necessary for instructors to undergo basic familiarisation or updating in current survival practice in order to standardise the levels of instruction.

#### Implementation

The M.N.T.B. is now in the early stages of co-ordinating the information that would be required to meet the various recommendations - a full training recommendation will be published in due course - colleges are being asked to provide the M.N.T.B. with information so that they can establish where the courses can at present be run and where there may need to be some separate provision made in the future. The M.N.T.B. are also establishing the number of instructors that will need to go through the instructor standardisation courses that are being arranged with the assistance of the M.O.D. (Navy).

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### MERCHANT NAVY HOTELS AND CLUBS

The Merchant Navy Welfare Board has suggested that it might be helpful if seafarers were reminded of the facilities offered by the Board in the U.K. and we have been requested to acquaint seafarers with the following information:-

"The Merchant Navy Welfare Board comprising representatives of the Shipowners, Seafarers and Voluntary Organisations, operates a group of seven hotels and three non-residential clubs in ports in England and Wales. The hotels are situated in London, Southampton, Cardiff, Swansea, Liverpool, South Shields and Middlesbrough. The clubs are at Avonmouth, Milford Haven and Isle of Grain.

Accommodation at the hotels is for the use of serving merchant seafarers and their families. Children, of course, are welcome. Retired seafarers, as honorary members are encouraged to make use of the restaurant and bar facilities.

All restaurants serve both à la carte and table d'hôte menus, all establishments have full bar facilities and colour T.V. lounges. A proportion of bedrooms have either showers or bathrooms included and all are fitted with radios. Five of the hotels have their own laundries and a limited service is available for guests.

The rates charged are extremely reasonable as the group is non-profit making and exists to provide an essential service for seafarers and their families. The standards compare very favourably with commercial hotels, and are to be recommended to personnel in transit or on leave."

#### "THE INCIDENT"

The maiden voyage of the "Cape Ortegal" had, apart from a few teething troubles, gone along quite smoothly. We were bound for Tachibana and Hachinohi in Japan from the Congo and at the time of what is always referred to as "The Incident" were about 80-90 miles South of our landfall. Apart from the fact that it was miserable weather, overcast and blowing a gale, the main thing on everyones mind was - How many yen we were likely to get to the pound - no small problem this.

At about 1030; there we were ambling along at a good 15 knots, when there was quite a "Bang". At first sight all we could see was one of the Wireless Aerials adrift in way of the Swimming pool and a fairly sharp indent in the deck which could not possibly have been caused by the falling aerial. Someone then found a piece of metal tubing smelling strongly of Cordite and the "Hunt was on". An enthusiastic search by practically all hands resulted in a box full of assorted pieces of metal which was placed on the bridge to be gazed at and speculated upon.

Our expert on weaponry and naval affairs (the 3rd Officer) gave us his considered opinion that it was "Some kind of Rocket" and this was generally accepted. It is hard to believe, but the person who was in the room almost directly below the point of impact slept through it all and it was suggested that he would probably be able to get a pretty good bargain in a house in direct line of "Concorde's flight path".

On arrival in Japan the local Maritime Safety Officer was informed of the "Incident" and from then on things began to snowball via various officials culminating in a visit from High Ranking Naval and Airforce officers of the "Japanese Defence Force" who said it was one of their Air to Air Missiles (a practice one of course). Somehow the press and television had got to know and our "Wee Dunt" assumed gigantic proportions. Shortly after leaving Japan the Radio Officer was asked by one of our vessels on the Company schedule, "How many were injured and where were we going for repairs." Fortunately of course there were no injuries and damage was minimal but one does not like to think what might have happened if anyone had been in the vicinity as some of the metal pieces were Razor Sharp.

We had almost forgotten about it when we arrived in Nauru and the Pilot's first words were "where is the big hole" and we were horrified but not surprised to hear that the Radio had described us as having a 30 metre gash in the deck. Never believe everything you read or hear.

From Captain K. Dootson

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As the cost of beer continues to rise a number of complaints filter back to this office about the price charged on board.

The duty on beer is not very high so when purchasing beer at duty free prices there is no great saving also the beer brewed for export and ships stores is of a higher gravity than the beer sold ashore. These two factors indicate why there is not a great deal of difference between prices ashore and on board.

There have been rumours that draught beer on board is not as popular as it was.

Supplying draught beer to the continent is a costly exercise and if it is not really appreciated on board we can make arrangements to have the equipment landed and in future only canned beer would be supplied.

We would appreciate a letter from each social/bar committee on this matter indicating just how popular is the draught beer supplied to vessels of the fleet.

From Mr. D.T. Border

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PERSONNEL DEPARTMENT

At the end of June the Company was employing 127 Deck Officers, 162 Engineer Officers, 31 Catering Officers, 32 Radio Officers, 35 Electrical Officers, 60 Deck Ratings, 31 Engine-Room Ratings, 49 Catering Ratings, 226 G.P. Ratings, 48 Deck Cadets and 36 Engineer Cadets. The turn over of personnel i.e. the number leaving the Company has been lower in the last quarter than at any time in the past decade. There are doubtless many reasons for this improved stability such as the standard of accommodation, food and other facilities on board together with the shorter voyages and planned repatriation programmes. The high unemployment situation ashore together with the laid up tonnage must also be having an influence. It is expected that this period of continuity will be of benefit to the ships.

The Company decided to fall into line with the Industry's scheme for building up an adequate supply of officers through cadet programmes hence the reason for the increased numbers.

Following very significant improvements in salaries and conditions in 1975, the Governments pay policy has controlled the level of increases throughout the country including the shipping industry. Furthermore, because of the poor freight market, shipping companies, including our own, cannot easily face the problem of rising labour costs. In fact the Management are currently being exercised to find ways and means of reducing overheads. It is hoped that this can be achieved without hardship to any of our people either afloat or ashore, and we would encourage all within the Company to use all their skill to ensure that the S.S.M. fleet is managed and run effectively and that no effort is spared to find ways to reduce costs and improve efficiency.

We have found by experience that the source which produces the best recruits into the company is the recommendation of our own officers and ratings to colleagues and friends within the industry. In our search for improved standards, we would once again ask our readers to help along this line.

Co-operation between people has always been the key note of success and particularly so on board ships. We would therefore encourage you at this time to do your utmost to work along with others on board thereby maximising the good-will and effort of others.

### CHARTERING REVIEW

This report, of necessity, had to start off on a rather sombre note with the news that, apart from the poor freight levels, we had been unable to generate any major contract employment for 1976 during last year to cover our ever-increasing operating costs, let alone profit. With everything in their favour during the whole of 1975, charterers were unwilling to offer more than a very modest premium, consequently, there was little advantage in securing contract cargoes.

By comparison, last year the position was reversed as we had the support in the early months of overlap contract business of the much healthier level of 1974 but, unfortunately, this expired by mid year. The pattern in the early part of this year was more or less predictable, with world trades being starved of any substantial movement of bulk commodities following the recession which hit the major industrialist countries. It was clear it would take time to repair the damage, the Sixty-Four Thousand Dollar question being - how long? This is the time we all gaze faithfully into our crystal balls which we dutifully keep for such an occasion. I regret to say that even this very scientific method is not entirely foolproof. One factor in our favour is our class and size of vessel as charterers have tended to import their requirements in smaller individual quantities and so we have not had any serious difficulty in securing employment, only in earning enough to pay our way. Unfortunately, the popularity of our size has resulted in orders for a number of newbuildings being converted from larger units to two or three vessels in the 20/30,000 ton size so we must expect more competition in future.

The mainstay of the market so far has been the movement of grain and in certain trades in unexpected quantities which has helped to rally rates which would otherwise have remained at poverty levels. For example, the Gulf/Japan rate has risen from an average of \$8.85 in January to \$10.60 in June. While this is of some comfort, it has to be tempered with the knowledge that a rate of \$10.60 only earns enough to cover about half of our operating costs after port costs, bunkers etc. have been covered.

Without serious support from other main commodities such as coal and ore, major revival in the freight market is virtually impossible. In these areas, charterers to a large extent have been drawing from substantial stockpiles which they accumulated in the absence of demand. There are one or two signs which appear to show the recession has been halted and that world recovery is now on the way back, however, progress in this direction is likely to be slow and difficult. Hopefully, this may mean we shall see an improved freight market built on a more solid foundation than we witnessed in 1974 which rose and fell dramatically within a period of 12 months. In looking more optimistically towards the months ahead, one must not lose sight of the number of vessels still laid up and still capable of influencing certain trades.

We are fortunate in that we are well equipped with the right tools for the trade, however, these must be applied and used

properly if we expect to see the correct results and in this we look for maximum co-operation and effort from everyone involved. So often business is only secured in the fact of fierce opposition with the promise that we are able to provide an efficient service and organisation and a well maintained fleet with reliable handling gear.

In this very competitive business which seems to become more so every year, we must always be in a position to provide such a service.

Let us hope when we report again on the state of the market we will be in a position to paint a rosier picture.

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#### CHARTERING REVIEW - LATE NEWS

##### PORT PIRIE CONTRACT

It is with genuine regret we report that this contract will end with the August shipment in "CAPE HORN".

The reason is simply that the rate Australia Mining and Smelting were prepared to pay for a three year continuation was not acceptable and as they had received a lower offer they were prepared to go elsewhere. We considered that we could employ our tonnage to much better advantage in other trades compared to the freight Australia Mining and Smelting proposed.

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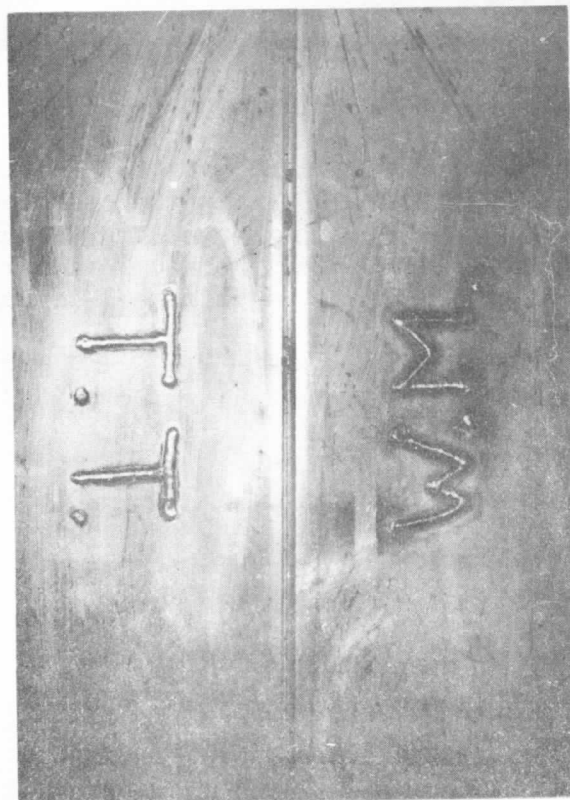
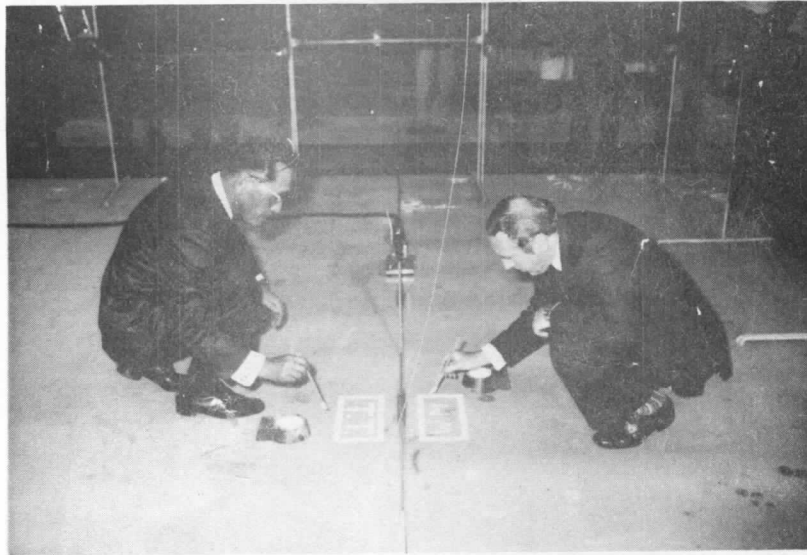
##### OFFICE NEWS

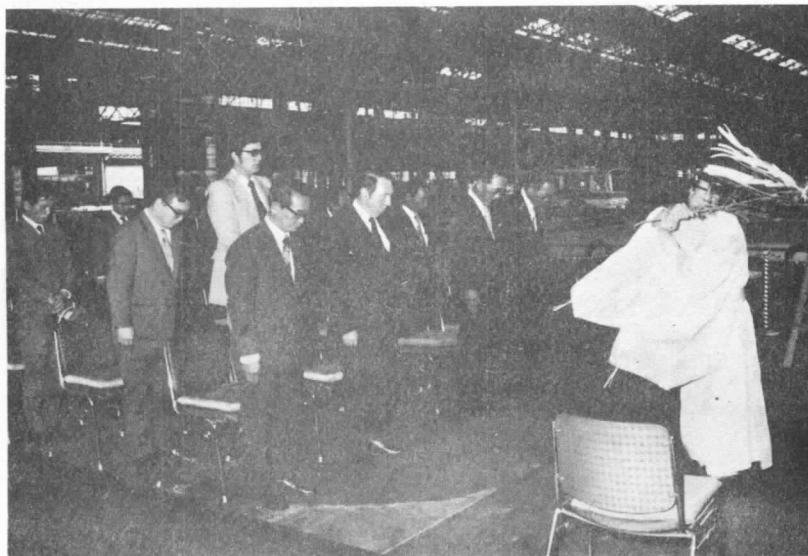
Mr. John Neil Maclean joined the Boards of Hogarth Shipping Co. Ltd., and H. Hogarth & Sons Ltd. on the 29th April, 1976.

Mr. Timothy Peter Noble joined the Board of Lyle Shipping Co. Ltd., on the 1st June, 1976.

Mr. Robert J.W. Durbin Chief Engineer has joined the Shore Staff as an Engineer Superintendent.

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A ceremony held at the Chiba Shipyard of Mitsui Engineering & Shipbuilding on the 15th June 1976 marks the commencement of the construction of Hull No. 1093 with the welding together of the keel plate to adjoining hull plate. Bill Moore, Resident Superintendent, represented Lyle Shipping Company at this keel laying ceremony.

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"BARON NAPIER" AND "BARON PENTLAND"

The morning of Thursday, 24th June, 1976, was a beautiful day with blue skies and sunshine, as a small party from Lyle, Hogarth, Scottish Ship Management and Govan Ship Builders, departed from Head Office of Govan Shipbuilders in a mini bus to visit first the "BARON NAPIER" followed within the hour by a visit to the "BARON PENTLAND". It was certainly an historic occasion as far as Hogarth were concerned and I am sure also as far as Govan Shipbuilders were concerned, that two ships should be handed over to the same Owners within an hour or so of each other.

The changing of the flag ceremony, when the Builders flag is lowered and the Owners Flag raised was performed with due dignity. We then retired to the Officers lounge for a glass of champagne and Mr. Archie Gilchrist, Managing Director of Govan Shipbuilders, duly thanked all concerned for their co-operation and wished Captain Sinclair and Mr. Young, Chief Engineer, good luck with their new vessel.

Within minutes we were speeding on our way from "BARON NAPIER" through the Clyde Tunnel to Scotstoun, where "BARON PENTLAND", looking equally spruce and freshly painted, awaited our arrival. Again the changing of flags took place and again we retired for another glass of champagne. After expressing good luck to Captain Evans and Mr. Pavlich, Mr. M. Cheales, Managing Director of Hogarth Shipping Company, presented to Mr. Gilchrist, on behalf of both Lyle and Hogarth, a very attractive clock as a token of appreciation for the co-operation and assistance which had been received from all at the yard during the building period. Quite clearly Mr. Gilchrist was not only touched, but pleasantly surprised and thus ended the commissioning of two vessels during the same day, both within a mile or two of each other. We wish both these fine ships good fortune, long life and profitable trading.

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PERSONNEL NEWS

Congratulations are due to the following on their promotion:-

PROMOTIONS

D. Taylor	TO	Master
C.S. MacDonald	TO	Master
W. Andersen	TO	Master
L. Speechley	TO	2nd Engineer
S. Beeley	TO	2nd Engineer(First Cade to reach this stage).
C. MacLeod	TO	Catering Officer.

ANNUAL PRIZE DAY

GLASGOW COLLEGE OF NAUTICAL STUDIES

Congratulations are also due to:-

DECK CADETS

OND PHASE I	-	3rd Prize	-	J.S. Millar
ONC PHASE I	-	3rd Prize	-	L.C. Forbes

ENGINEER CADETS

METC PHASE III	-	2nd Prize	-	W.M. Moncrieff
METC PHASE II	-	Practical Prize	-	M.T.L. McLay

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FLEET NEWS AS AT 20TH JULY, 1976.

<u>BARON ARDROSSAN</u>	Sailed Jarrow 19th July for West Australia.
<u>BARON BELHAVEN</u>	Sailed Jarrow 7th July for Paranam & Houston.
<u>BARON DUNMORE</u>	At Vancouver 18th July for Prince Rupert/Japan.
<u>CAPE GRAFTON</u>	Sailed New Orleans 17th July for Indonesia.
<u>CAPE GRENVILLE</u>	At Port Pirie 19th July for Antwerp.
<u>CAPE HAWKE</u>	Sailed Nauru 4th July for Newcastle and Melbourne.
<u>CAPE HORN</u>	Sailed Fremantle 16th July for Ujung Pandang and Djakarta.
<u>CAPE HOWE</u>	Sailed Glasgow 15th July for Narvik.
<u>BARON INCHCAPE</u>	Sailed Burnie 3rd July for Antwerp.
<u>CAPE LEEUWIN</u>	At New Orleans 15th July for South Korea.
<u>BARON MACLAY</u>	At Djakarta 20th July for Surabaya.
<u>BARON NAPIER</u>	At Houston 13th July for Japan.
<u>CAPE NELSON</u>	Sailed Birkenhead 20th July for Port Cartier.
<u>CAPE ORTEGAL</u>	At Port Kembla 13th July for Manila & Iligan.
<u>BARON PENTLAND</u>	Sailed Clyde 9th July for Dakar/Australia.
<u>CAPE RACE</u>	Sailed Blyth 19th July for Rotterdam/Glasgow.
<u>BARON RENFREW</u>	At Lumut 17th July for Newcastle N.S.W.
<u>CAPE RODNEY</u>	At Whyalla 16th July for Hong Kong.
<u>CAPE SABLE</u>	At Albany 18th July for Keelung.
<u>BARON WEMYSS</u>	At Newcastle N.S.W. 19th July for Indonesia.
<u>CAPE WRATH</u>	At Brest 19th July for Rouen.
<u>CAPE YORK</u>	At St. John N.B. 19th July for Savannah & Tampa.

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PERSONNEL

As at 9th July, '76.

STANDBY JAPAN

A. Sutherland Master

M.V. "BARON DUNMORE"

T. Baker	Master
G. Bickerton	1st Mate
D. Coe	2nd Mate
I. Waters	3rd Mate
T. Davies	Radio Officer
N. Ogilvie	Ch. Eng.
R. Jackman	2nd Eng.
A. Harbinson	3rd Eng.
P. Knapp	3rd Eng.
T. Browne	3rd Eng.
E. Lesnik	Jun. Eng.
W. Logan	Electrician
E. Crosby	Cat. Officer
V. Bettis	2nd Steward
P. Lane	Nav. Cadet
A. Smith	Eng. Cadet
S. Gadd	Eng. Cadet

M.V. "CAPE HOWE"

W. Warden	Master
E. Williams	1st Mate
J. Van-Dierendonck	2nd Mate
T. Farley	3rd Mate
J. Kell	Radio Officer
A. Alexander	Ch. Eng.
J. Williams	2nd Eng.
D. Girgan	3rd Eng.
R. Pickering	4th Eng.
P. Mulgrew	Jun. Eng.
C. McCartney	Jun. Eng.
N. Campbell	Electrician
I. McDonald	Cat. Officer
A. McCloskey	2nd Steward
J. Sutherland	2nd Cook
S. Budd	Nav. Cadet
M. Sweeney	Eng. Cadet

M.V. "CAPE NELSON"

W. Andersen	Master-
W. Fleming	1st Mate
A. Latty	2nd Mate
M. Barrington	3rd Mate
L. Anderson	Radio Officer
G. Mitchell	Ch. Eng.
S. Beeley	2nd Eng.
J. Reid	3rd Eng.
J. Kelly	4th Eng.

M.V. "CAPE NELSON"

Cont'd.

A. MacDonald	Jun. Eng.
K. Davies	Jun. Eng.
D. Prime	Jun. Eng.
B. Martin	Elect.
C. MacLeod	Cat. Officer
P. Mawston	Ch. Cook
D. Budd	Bosun
J. Campbell	Nav. Cadet

M.V. "CAPE SABLE"

C. Strachan	Master
A. Maxwell	1st Mate
P. Devenish	2nd Mate
M. O'Reilly	3rd Mate
A. MacKinnon	Radio Officer
A. Metcalf	Ch. Eng.
A. Miller	2nd Eng.
E. Carter	3rd Eng.
S. Askew	4th Eng.
R. Henderson	Jun. Eng.
R. Ferguson	Jun. Eng.
R. Knight	Elect.
P. Coles	Cat. Officer
A. Hymas	2nd Steward
A. Bullock	Ch. Cook
G. Williams	Bosun
R. Johnston	Nav. Cadet
W. Fairley	Nav. Cadet
P. Shotton	Eng. Cadet

M.V. "CAPE WRATH"

W. Greateorex	Master
I. Taylor	1st Mate
H. Corkhill	2nd Mate
D. Fenton	3rd Mate
G. Walker	Radio Officer
R. Taylor	Ch. Eng.
W. Jones	2nd Eng.
V. Donegan	3rd Eng.
K. Rose	3rd Eng.
I. Jamieson	4th Eng.
J. McFaul	Jun. Eng.
J. Richardson	Elect.
A. Paterson	Cat. Officer
J. McMahon	2nd Steward
V. Hume	Bosun
J. Drever	Nav. Cadet
K. Hastie	Nav. Cadet
A. MacPhee	Eng. Cadet

PERSONNEL

Cont'd.

M.V. "CAPE YORK"

B. Lawson	Master
V. Swan	1st Mate
M. Beeley	2nd Mate
J. Philips	3rd Mate
M. Cairney	Radio Officer
W. Wallace	Ch. Eng.
D. Drummond	2nd Eng.
R. Dempster	3rd Eng.
P. Canning	4th Eng.
G. Hooley	4th Eng.
A. Marrs	Jun. Eng.
D. Dryburgh	Elect.
A. Randle	Cat. Officer
N. Mathieson	Ch. Cook
D. Campbell	2nd Cook
A. Dinnes	Nav. Cadet
J. Watson	Nav. Cadet
V. McCourt	Eng. Cadet

M.V. "BARON RENFREW"

J. MacKay	Master
J. Curley	1st Mate
C. McCurdy	2nd Mate
R. Abercrombie	3rd Mate
A. Honan	Radio Officer
D. Campbell	Ch. Eng.
D. McBratney	2nd Eng.
A. Walker	3rd Eng.
A. Barker	4th Eng.
R. Taylor	Jun. Eng.
A. Dodds	Elect.
B. O'Hagan	2nd Elect.
J. Smith	Cat. Officer
M. Kenna	G.P. Steward
D. Hughes	G.P. Cook
A. Bridges	G.P. Cat Boy
M. Hodge	G.P. Cat Boy
J. Russell	C.P.O.
J. Challis	G.P.1.
G. Hamilton	G.P.1.
J. McLean	G.P.1.
D. Dalton	G.P.1.
D. Shillito	G.P.1.
K. Martin	G.P.1.
C. Jack	G.P.1.
M. Beer	G.P.2.
N. Scott	P.O.
D. Peatroy	Nav. Cadet
R. Bentley	Nav. Cadet
M. Fyfe	Eng. Cadet

M.V. "BARON ARDROSSAN"

G. Roger	Master
E. Fowler	1st Mate
A. Nisbet	2nd Mate
I. Naughton-Rumbo	3rd Mate
J. Staig	Radio Officer
G. Harrison	Ch. Eng.
D. Anderson	2nd Eng.
J. Watson	3rd Eng.
D. Stark	4th Eng.
G. Bridge	Elect.
E. Hutter	Cat. Officer
R. Kan	G.P. Cook
J. Meechan	G.P. Cat. Boy
J. Richardson	C.P.O.
D. Cook	G.P.1.
R. Stewart	G.P.1.
R. Patterson	G.P.1.
D. Hamilton	G.P.1.
F. Lax	P.O.
R. Miller	Nav. Cadet
R. Warner	Nav. Cadet
W. Moncrieff	Eng. Cadet

M.V. "CAPE HORN"

J. Jennings	Master
J. McKellar	1st Mate
S. Barker	2nd Mate
J. Dobson	3rd Mate
D. Roche	Radio Officer
G. McEwen	Ch. Eng.
I. MacKenzie	2nd Eng.
H. MacPhail	3rd Eng.
N. Ince	4th Eng.
R. Healey	Jun. Eng.
R. Webb	Elect.
A. Sisi	Cat. Officer
R. McDermott	G.P. Stewardess
P. Duffy	G.P. Stewardess
J. Pollock	G.P. Cook
K. MacIntyre	G.P. Cat. Boy
J. Walker	G.P. Deck Boy
J. Morrison	C.P.O.
W. Chisholm	G.P.1.
J. Morrison	G.P.1.
D. Souness	G.P.1.
D. Begam	G.P.1.
W. Hall	G.P.1.
A. Campbell	G.P.1.
H. MacDonald	G.P.3.
T. McQuade	P.O.
C. Campbell	Nav. Cadet
L. MacLeod	Eng. Cadet

PERSONNEL  
Cont'd.

M.V. "CAPE RACE"

N. Walsh	Master
D. McCallum	1st Mate
P. Buckley	2nd Mate
D. Hiddelston	3rd Mate
J. Tomlinson	Radio Officer
M. Martin	Ch. Eng.
D. Munro	2nd Eng.
D. Dunlop	3rd Eng.
B. Edwards	3rd Eng.
D. Barrie	4th Eng.
J. McIntyre	Electrician
E. McLaughlin	Cat. Officer
B. Waldron	G.P. Cook
A. Pestano	G.P. Steward
R. Major	G.P. Cat. Boy
F. Stoll	G.P. Cat. Boy
L. Ali	C.P.O.
C. Kitt	P.O.
P. Robinson	G.P.1.
B. Lochinvar	G.P.1.
R. Jankie	G.P.1.
W. Barker	G.P.1.
K. Gibson	G.P.1.
R. Manifold	G.P.1.
R. Daniels	G.P.2.
I. MacLeod	Nav. Cadet
R. MacDonald	Nav. Cadet

M.V. "BARON BELHAVEN"

G. Towers	Master
R. Dodd	1st Mate
W. Finnie	2nd Mate
C. Groundwater	3rd Mate
F. Howard	Radio Officer
C. McLaughlan	Ch. Eng.
D. McOwat	2nd Eng.
A. Dias	3rd Eng.
D. Thompson	3rd Eng.
N. Brown	4th Eng.
D. Beaumont	Elect.
J. Clancy	Cat. Officer
B. Gomes	G.P. Cook
K. MacKenzie	G.P. Cat. Boy
D. Down	G.P. Cat. Boy
G. Adams	C.P.O.
R. Dow	P.O.
F. Bryan	G.P.1.
H. Charles	G.P.1.
H. Dettering	G.P.1.
C. Moore	G.P.1.
I. Hamilton	G.P.1.

E. Congreaves	G.P.1.
C. Morris	G.P.2.
C. Parton	Nav. Cadet
R. Kirkpatrick	Nav. Cadet

M.V. "BARON INCHCAPE"

C. MacLean	Master
J. Houston	1st Mate
P. Brennan	2nd Mate
J. Paget	3rd Mate
D. Poole	Radio Officer
J. Munro	Ch. Eng.
D. Brown	2nd Eng.
J. Dillon	3rd Eng.
J. Miller	3rd Eng.
S. Hill	4th Eng.
J. Hall	Elect.
J. Campbell	Cat. Officer
I. Potten	G.P. Stewardess
M. Carey	G.P. Stewardess
S. Peebles	G.P. Cook
M. Reid	G.P.2. Cook Boy
T. Hamilton	G.P. Cat. Boy
A. Wilson	C.P.O.
K. Weaver	G.P.1.
J. Dunford	G.P.1.
D. Roffe	G.P.1.
S. Giles	G.P.1.
R. McBride	G.P.1.
R. Johnston	G.P.1.
W. Learie	G.P.3.
W. Paul	P.O.
K. McEwan	Nav. Cadet
S. Murray	Nav. Cadet

M.V. "BARON MACLAY"

S. Readman	Master
N. Brewer	1st Mate
R. Mullen	2nd Mate
H. Watson	3rd Mate
D. Gudgeon	Radio Officer
A. Smith	Ch. Eng.
W. Green	2nd Eng.
G. Stevenson	3rd Eng.
L. Donlan	3rd Eng.
A. Christie	4th Eng.
S. Hill	Elect.
W. House	2nd Elect.
J. McDonald	Cat. Officer
J. Cross	G.P. Steward



PERSONNEL

Cont'd

M.V. "BARON MACLAY"

Cont'd.

C. Bain	G.P. Cook
J. MacKay	G.P. Cat. Boy
S. Carney	G.P. Cat. Boy
I. McNee	G.P. Deck Boy
E. Hough	C.P.O.
R. Addison	G.P.1.
A. Morrison	G.P.1.
R. Elliott	G.P.1.
M. Breckon	G.P.1.
J. Roberts	G.P.1.
J. Bunt	G.P.1.
R. Hale	G.P.1.
A. Elder	G.P.3.
R. Jones	P.O.
J. Smyth	Nav. Cadet
H. Conway	Nav. Cadet

M.V. "BARON WEMYSS"

P. Hall	Master
J. Liddle	1st Mate
D. Lloyd	2nd Mate
B. Wilmott	3rd Mate
I. MacDonald	Radio Officer
M. Seo	Ch. Eng.
J. McLean	2nd Eng.
J. Patton	3rd Eng.
P. Gray	4th Eng.
P. Breeze	4th Eng.
C. McErlean	Elect.
R. Kerr	Cat. Officer
B. Nethercott	G.P. Stewardess
J. Cutler	G.P. Stewardess
W. Thomson	G.P. Cook
J. Phillips	G.P.2. Cook Boy
B. McKenna	G.P. Cat. Boy
C. Reilly	G.P. Deck Boy
B. Mahoney	C.P.O.
I. Rodger	G.P.1.
J. Milne	G.P.1.
G. Russell	G.P.1.
D. Devaney	G.P.1.
B. McInally	G.P.1.
E. Dempsey	G.P.1.
A. McEachan	G.P.1.
R. Gibson	P.O.
K. Nicholls	Nav. Cadet
M. Goodman	Nav. Cadet

M.V. "CAPE GRAFTON"

T. Edge	Master
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J. Wood	1st Mate
J. Melville	2nd Mate
E. Moodie	3rd Mate
D. Humble	Radio Officer
D. Wilson	Ch. Eng.
L. Speechley	2nd Eng.
K. Graham	3rd Eng.
J. Bennett	3rd Eng.
A. Samuel	4th Eng.
D. Gibb-Mawhinney	Elect.
J. Drury	Cat. Officer
A. Law	G.P. Steward
G. Dunn	G.P. Cook
W. McLean	G.P.2. Cook Boy
W. Markie	G.P. Cat. Boy
D. Keir	G.P. Cat. Boy
A. Smith	C.P.O.
W. Bonnar	G.P.1.
C. Hodge	G.P.1.
J. Smith	G.P.1.
G. Bailes	G.P.1.
P. Harper	G.P.1.
D. Mainwaring	G.P.1.
J. Rudd	G.P.3.
J. Brown	G.P.3.
R. Nelson	P.O.
K. Playle	Nav. Cadet
R. MacLean	Nav. Cadet

M.V. "CAPE LEEUWIN"

M. Murray	Master
A. Michie	1st Mate
J. Gillespie	2nd Mate
S. Hall	3rd Mate
D. Anderson	Radio Officer
E. Good	Ch. Eng.
C. Mack	2nd Eng.
D. McFadyen	3rd Eng.
N. Hulley	3rd Eng.
T. Devine	Jun. Eng.
J. Parker	Elect.
M. Coward	2nd Elect.
I. Neave	Cat. Officer
W. Sutherland	G.P. Cook
D. Marsden	G.P. Cat. Boy
J. Culyer	G.P. Cat. Boy
M. Jackson	G.P. Deck Boy
J. McCormack	C.P.O.
J. Somers-Harris	G.P.1.
G. Jopp	G.P.1.
D. Edwards	G.P.1.
L. Walsh	G.P.1.

PERSONNEL  
Cont'd.

M.V. "CAPE LEEUWIN"

Cont'd.

M. O'Malley	G.P.1.
D. Shields	G.P.1.
D. Carson	G.P.1.
P. Harris	G.P.3.
M. McPhee	P.O.
E. Morain	Nav. Cadet
J. Hardie	Eng. Cadet

M. Treanor	Cat. Officer
M. Harrity	G.P. Stewardess
J. Gilheaney	G.P. Stewardess
R. Brayley	G.P. Cook
W. Black	G.P. Cat. Boy
A. Picken	C.P.O.
G. Weston	G.P.1.
W. Power	G.P.1.
M. Boddy	G.P.1.
T. Cox	G.P.1.
B. Masters	G.P.1.
D. Beaumont	G.P.1.
A. Wilkie	G.P.1.
R. MacLean	G.P.1.
D. Craig	P.O.
C. Doris	Nav. Cadet
D. Finlayson	Nav. Cadet

M.V. "CAPE GRENVILLE"

F. Dalby	Master
A. Weir	1st Mate
E. Kanijo	2nd Mate
H. Hardie	3rd Mate
W. McIlroy	Radio Officer
B. Denmark	Ch. Eng.
I. Procter	2nd Eng.
H. Keenan	3rd Eng.
F. Taylor	3rd Eng.
G. Cartledge	4th Eng.
K. Jones	Elect.
G. Daddy	Cat. Officer
C. Brough	G.P. Stewardess
M. Chick	G.P. Stewardess
D. Taylor	G.P. Cook
G. McKinnon	G.P. Cat. Boy
J. Mochrie	G.P. Deck Boy
D. Smart	C.P.O.
A. Patrick	G.P.1.
A. Fitzgerald	G.P.1.
J. Dalrymple	G.P.1.
L. Fraser	G.P.1.
W. Weekes	G.P.1.
D. Ross	G.P.1.
A. Dent	P.O.
L. Forbes	Nav. Cadet
G. Smith	Eng. Cadet

M.V. "CAPE RODNEY"

A. Fraser	Master
T. Walker	1st Mate
N. Smith	2nd Mate
D. Johnston	3rd Mate
J. MacNeil	Radio Officer
W. Rush	Ch. Eng.
D. Morrison	2nd Eng.
G. Law	3rd Eng.
C. Greig	3rd Eng.
A. Weir	4th Eng.
J. Leiper	Elect.
R. Loadwick	Cat. Officer
M. Trigg	G.P. Stewardess
Y. Chomin	G.P. Stewardess
T. Jones	G.P. Cook
J. Brown	G.P.2. Cook Boy
S. Burgess	G.P. Cat. Boy
D. McMahon	C.P.O.
B. MacKinnon	G.P.1.
S. Pyne	G.P.1.
C. Gallagher	G.P.1.
M. Jenkins	G.P.1.
A. Mills	G.P.1.
A. McKenzie	G.P.1.
W. Johnston	G.P.1.
F. Courtney	P.O.
P. Cowing	Nav. Cadet
R. Morrice	Eng. Cadet

M.V. "CAPE ORTEGAL"

D. Innes	Master
J. Ritchie	1st Mate
A. Henderson	2nd Mate
C. Williamson	3rd Mate
R. MacMeikan	Radio Officer
D. Wright	Ch. Eng.
C. Richardson	2nd Eng.
P. Broers	3rd Eng.
I. Rennie	3rd Eng.
F. Drever	4th Eng.
G. Rutherford	Elect.

PERSONNEL

Cont'd.

M.V. "BARON NAPIER"

D. Sinclair	Master
D. White	1st Mate
D. Cursiter	2nd Mate
T. Dunlop	3rd Mate
M. Thomas	Radio Officer
F. Young	Ch. Eng.
W. Adamson	2nd Eng.
J. Campbell	3rd Eng.
A. Gartside	3rd Eng.
G. Douglas	4th Eng.
G. Horwood	Elect.
J. Smith	Cat. Officer
D. Wiseman	G.P. Stewardess
C. White	G.P. Stewardess
J. Adamson	G.P. Cook
L. Shortman	G.P.2. Cook Boy
E. McGaulley	G.P. Cat. Boy
D. Allan	G.P. Cat. Boy
R. MacLean	C.P.O.
D. Ferguson	G.P.1.
D. MacLachlan	G.P.1.
R. Turner	G.P.1.
I. Thomson	G.P.1.
A. Howes	G.P.1.
C. Riddell	G.P.1.
E. Campbell	G.P.1.
D. Broadly	G.P.3.
D. Carmichael	P.O.
D. Farrington	Nav. Cadet
G. Davidson	Eng. Cadet

AWAITING APPOINTMENT

D. Smart	2nd Engineer
P. Harvey	3rd Engineer
J. Knowler	" "
B. Hallas	Electrician
W. McIntyre	G.P. Steward
J. Millar	Nav. Cadet
I. Warner	" "
R. Currie	Eng. Cadet
J. Hannah	" "
A. Kennedy	" "
D. McClelland	" "
M. McLay	" "
A. Sinclair	" "
P. Webb	" "
A. Wink	" "
N. Anderson	" "
A. Taylor	" "

VOYAGE LEAVE

G. Downie	Master
L. Hocking	"
A. Hunter	"
K. Dootson	"
P. Richardson	"
I. Tyrrell	"
J. Jones	"
A. Peebles	"
M. Turton	"
P. Dyson	1st Mate
C. MacDonald	"
D. Taylor	"
I. Wemyss	"
S. Wright	"
L. Morison	"
D. Jones	"
B. Bedworth	"
R. Harper	"
K. Wright	"
H. Aitchison	2nd Mate
M. Bajwa	"
W. Mitchell	"
R. Bucknall	"
J. Paton	"
P. Cordiner	"
D. Painter	"
P. Wright	"
H. Hanna	3rd Mate
D. McKenzie	"
M. MacRae	"
G. Adams	"
D. Fitzpatrick	"
I. MacKay	"
R. Wiggins	"
D. Smith	"
B. Andrew	"
B. Sharp	"
N. Campbell	"
N. Smith	Radio Officer
D. Wilson	"
C. Ritchie	"
J. Forrester	"
A. MacCallum	"
J. McCool	"
I. Leese	"
R. Gaches	"
W. Anderson	Chief Engineer
K. Malhotra	"
R. Hartley	"
J. Gilmartin	"

PERSONNEL

Cont'd.

VOYAGE LEAVE

Cont'd.

J. Cochrane	Chief Engineer
J. Watson	" "
T. Harris	" "
J. Weir	" "
E. Kellie	" "
F. Freeburn	" "
T. Campbell	2nd Engineer
C. McCrae	" "
W. Drennan	" "
A. Cortopassi	" "
S. Suttie	" "
G. Sellars	" "
R. Wright	" "
R. Morris	" "
E. Smillie	3rd Engineer
E. Moffat	" "
N. Ramsay	" "
G. Clement	" "
J. Stone	" "
G. McPherson	" "
D. McArthur	" "
A. Cross	" "
H. Hay	" "
K. Kyriacou	" "
W. MacDonald	" "
G. McNeil	" "
M. Khan	" "
R. Newall	" "
D. Miller	4th Engineer
W. Sewell	" "
W. Keady	" "
I. MacPherson	" "
R. Frost	" "
G. Pelly	" "
D. Bell	Junior Engineer
A. Starrs	" "
R. Watkinson	" "
J. McKenzie	" "
R. Brown	" "
G. Cooper	" "
W. Hornshaw	Electrician
R. McIntosh	" "
G. Andrews	" "
D. McLellan	" "
R. Bray	" "
I. Mather	" "
H. MacFarlane	" "
F. Shelley	" "
D. Noble	" "
I. Syme	" "
K. Williamson	" "
A. Baldwin	2nd Electrician
R. Diamond	Catering Officer
R. Cathcart	" "
A. McGill	" "

T. Robson	Catering Officer
E. Trotter	" "
J. Weir	" "
J. McGurk	" "
F. De Goey	" "
W. Gilmartin	" "
H. Griffiths	G.P. Steward
R. Simson	G.P. Stewardess
E. Weir	" "
D. Wilton	" "
C. Roy	" "
A. Czarnicka	" "
J. Nitkowski	G.P. Cook
I. Gibson	" "
N. Nagi	" "
S. McLetchie	G.P.2. Cook Boy
E. Brennan	C.P.O.
A. Clarke	" "
D. McGuire	" "
J. Sander	G.P.1.
G. Senter	" "
P. Bennett	" "
G. French	" "
W. Wilson	" "
T. Sutton	" "
W. Wilson	" "
C. Hodson	" "
P. Hutson	" "
P. Sharman	P.O.
E. Gibson	" "
J. Buchan	" "
C. Green	Chief Cook
P. McPhee	Bosun
J. Blance	Nav. Cadet
S. Hayward	" "
C. Marshall	" "
R. Simpson	" "
W. Esler	" "
G. Burke	" "
C. Shields	" "
G. Cowie	Eng. Cadet
W. Irvine	" "
R. Dodds	" "

STUDY LEAVE

J. Callaghan	Radio Officer
N. Brown	G.P. Stewardess
W. Runcie	2nd Mate
A. Logan	" "
N. Wilson	" "
K. O'Neill	" "
C. Blane	" "
W. McKie	3rd Mate
C. Thomas	A.B.
K. Williams	2nd Engineer
A. Dabee	4th Engineer
W. Hughes	2nd Engineer

PERSONNEL

Cont'd.

SICK LEAVE

P. Smart	1st Mate
D. Oriatto	2nd Mate
B. Breslin	Radio Officer
T. Dickinson	Chief Engineer
R. Towns	Chief Engineer
J. Versteeg	2nd Engineer
P. Hopley	3rd Engineer
W. Mitchell	Catering Officer
D. Dyce	Catering Officer

TRAINING

M. Kenny	Nav. Cadet
R. MacDonald	" "
R. Gernon	" "
D. Skinner	" "
C. Brown	" "
G. Gray	" "
H. McWilliam	" "
E. Ling	Eng. Cadet
B. Crookston	" "
D. Robertson	" "
J. Murray	" "
D. Lindsay	" "
G. Young	" "
D. Dunbar	" "
S. Judah	" "
K. Jackson	" "
W. Glen	" "
J. Harrison	G.P. Cook