

TRIAD

SCOTTISH SHIP MANAGEMENT LTD



NO 29 JUNE 1977

EDITORIAL

The freight market continues at a very low level. In fact, January and February were possibly the worst two months that we have known for many a long year. Things have picked up just a little from the very low level, but the demand for basic cargoes will have to increase dramatically before we can see any real recovery to profitable trading levels.

What is very encouraging is a considerable improvement in the general overall performance of the fleet. This is particularly so at a time when earnings are so low. The importance of improving the fleet performance was mentioned in the last Editorial and this improvement is no doubt due to better engine performance and general improvement in care and maintenance.

We have also been monitoring the budget figures against expenditure for the first quarter of 1977 and it is pleasing to report that there has been a saving on repairs and stores over budget which is encouraging.

You have no doubt seen the changing pattern of trade. The most interesting was the recent deck cargo of sheep carried by the "Baron Napier" from West Australia to Jeddah. All on board had to work extremely hard and Charterers were particularly pleased with the complete co-operation from everyone. The fact that we lost just under 2% of the total number is well below the average loss on this trade. A second cargo will be lifted by "Cape Grenville" in the near future and there is little doubt that this second cargo was offered to us by the Charterers because they were so well satisfied with the co-operation received from all on board the "Baron Napier".

The fantastic developments in the Persian Gulf naturally attract more vessels and for the first time in many years such names as Sharjah and Bandar Shahpour are appearing on the movements list. Thanks to air conditioning the Persian Gulf does not have the same fear of discomfort as it used to have.

On 27th December, 1976 "Cape Otway" was delivered and sailed almost immediately thereafter for Nauru. On 14th April, 1977 the "Baron Murray" was accepted and proceeded on her maiden voyage. Both these dates of delivery had been indicated to us months beforehand and all who have inspected either ship speak very highly of the quality of workmanship, construction, etc. and we are satisfied that two very useful units have been added to the Fleet. We hope that the Charterers will be well satisfied with their performance.

Reference is made in this issue to the retiral of Mr. James Begg after a total of some thirty-six years' service to Lyle and latterly in S.S.M. We all wish him a long and happy retirement.

The fact that we are seeing better performance results must urge us on to even greater effort in the months ahead. It is only by efficient performance that we can hope to ride out this present depression and your willing co-operation is greatly appreciated.

BURNS' NIGHT IN MURMANSK

By

Captain A.G. Maxwell - M.V. "Cape Howe"

Early in the afternoon of 2nd February, "Cape Howe" berthed in Murmansk for the second time this year, and my surprise and discomfiture can be imagined when, after having disposed of the officials it was announced that a lady was waiting to see me. Having straightened my tie and generally made the place presentable, the lady was shown in and proved to be none other than Svetlana Soboleva "shore bosun" from the International Club, the local equivalent of the "Mission". She extended an open invitation to the ship's company of "Cape Howe" to a Burns' Night to be held at the Club that evening and strongly hinted that a deputation from the only Scottish ship in the port would be most appropriate.

Accordingly it was arranged that a bus would pick up the Burns Fans and transport them to the Club, returning them to the ship before midnight. On arrival at the Club any who had not visited it before (this included the writer) were shown over the establishment and taken into the library where new books, in various languages, were on offer gratis. A selection of these had been made and laid aside for later collection. We were then escorted to the Lecture Hall where, after introductions to the organisers and other English-speaking enthusiasts, the Burns' night commenced. It consisted of a history of Burns and his family, illustrated by lantern slides of Ayrshire and Dumfriesshire scenes, as well as the farms tenanted by Burns and the usual memorials to, and relics of, the poet. It was most interesting and the slides would have delighted any Burns devotee. It must in all fairness be conceded that I learned quite a lot about our Bard that night and the whole show indicated that Burns and his family had been the subject of deep and extensive research, the poet himself being raised to the status of a demi-god. It struck me that apart from his marriages (actual and intended) his love life was not mentioned and I did not think it appropriate to mention that their idol was no amateur with the "lassies" when occasion offered.

At intervals in the lecture one of a group of "Sea Cadets" on the platform would recite a verse or two from Burns in English to illustrate a point made. Several songs (some of which I am sure Burns never heard of - but he got the credit nevertheless) were sung by the company as a whole and the evening was rounded off in the liquid refreshment department of the Club - no haggis and 'neaps'!

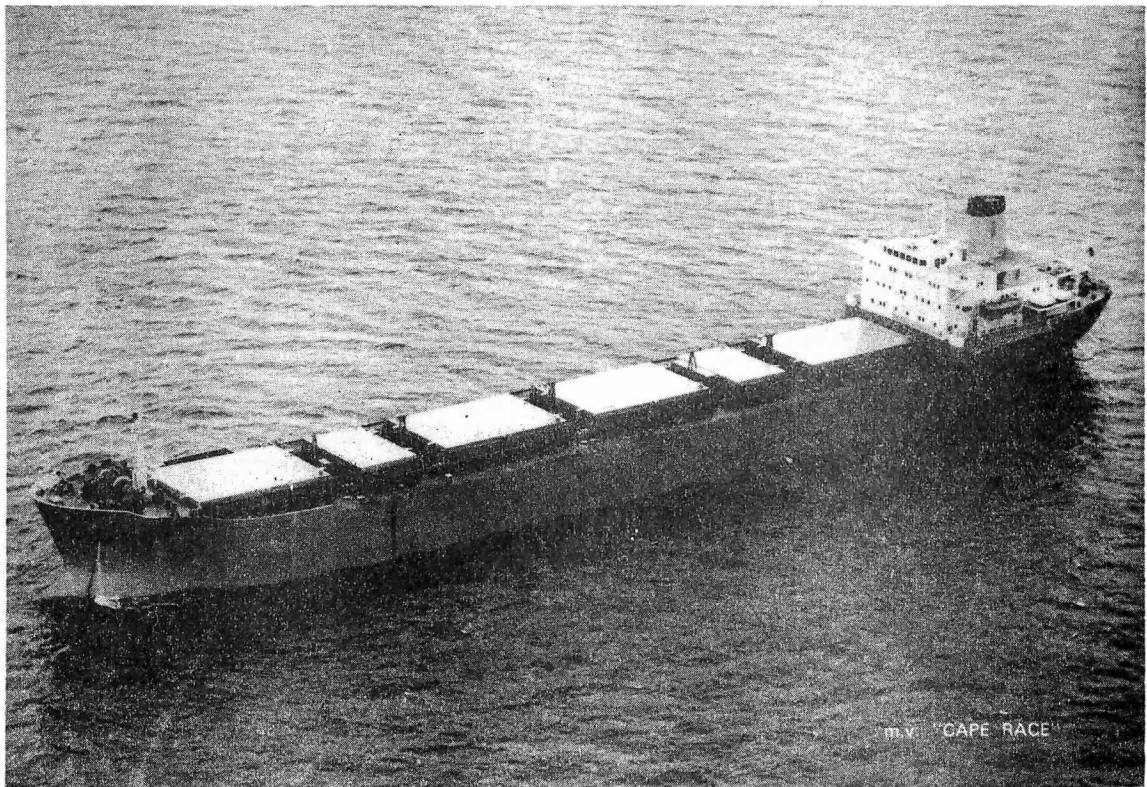
After the lecture I was cornered by some of the organisers and asked for an English translation of such old Scottish words as "unco", "dunt", "skelpit", "bleeze", "stour" etc., which could not be found in the dictionary. They were most interested in the concept that "John Anderson my jo", which was recited in its entirety by one of the Sea Cadets, referred to the hill of life and was not to be taken literally. Orders were received for copies of Burns' works and also for some Haggis to be brought on our return to Murmansk, but alas, we had to advise them that as we were bound for Immingham it was most unlikely that either could be procured in that land of "Infidels", but we would do our best. In point of fact, our next trip turned out to be to Brazil, the land of coffee, to which beverage, Burns, as a poor farmer in those days, was doubtless a total stranger.

M.V. "CAPE RACE"

The following report received from Captain N. Walsh relates to the rescue of four crew members of the German yacht "SAMTA". Captain Walsh comments on the excellent way in which his officers and crew carried out the rescue operation and we should like to add our congratulations on a job well done.

"At 1854 hours on the same day, in position 37.50N 57.28W, distress flares were sighted on our starboard bow and having altered course to investigate the source we observed at 1900 hours a disabled and dismasted German yacht "SAMTA" and took on board the crew of four. I would like to say at this point that I was pleased and very proud at the way my Officers and Crew carried out the rescue operation. Everything was set up for a full scale rescue in a matter of minutes and by the time we had reached the yacht, climbing nets, ladders, stretchers, throwing lines and blankets were in position or available on the fore deck. I am enclosing an abstract of the Official Log covering this incident.

Having taken on board the four crew members and cast adrift the yacht, we again proceeded at full speed and, without further incident, arrived off the Suriname Light Vessel at 0515 hours on the 26th."



The following tribute has since been received from Mr. M. Stirn, one of those rescued from the "SAMTA": -

Milan, 23rd April, 1977

Dear Scottish Ship Management,

I wanted to thank again the captain and all the crew of one of your ship "CAPE RACE" for everything they did for us.

They did a perfect rescue and helped four men to survive, and during our staying on "Cape Race" everybody made really everything to give us the possibility to spend a nice time and especially to forget our terrible experience.

I think everybody who will be in such a situation can be more than lucky to find as nice people as we found them.

Thanks again and many greetings and my best wishes.

Manuel Stirn

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RETIRAL - MR. JAMES BEGG

Mr. James Begg, Claims Manager of Scottish Ship Management, retired on the 31st March, 1977, after 36 years with Lyle Shipping Company and latterly with Scottish Ship Management.

Jim Begg joined Lyle Shipping Company in 1941 from the coasting firm of McCallum Orme & Company, with whom he was employed for some 11 years, as a shipping clerk and relieving purser.

On joining Lyle Shipping Company he was engaged in dealing with Personnel and Portage Bills, becoming Personnel Manager until 1964 when he transferred as Manager of the new Cost Control Department. Following the formation of Scottish Ship Management in 1968, he continued in this position until 1971 when he was appointed Claims Manager and which position he held until his retiral.

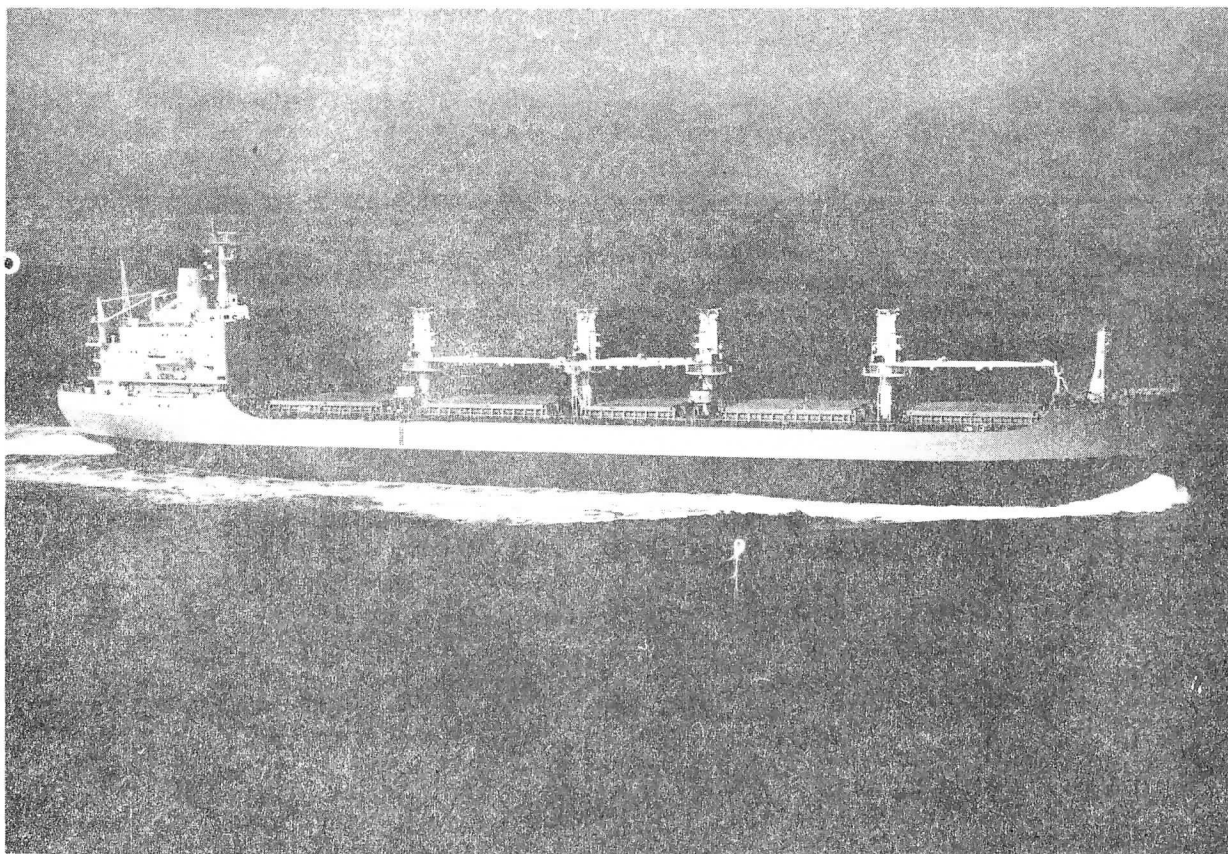
Jim Begg was a well known and much respected figure in the local shipping community and the Directors and Staff wish him and his wife a long and happy future.

CAPTAIN A. SUTHERLAND AND MR. W. MOORE

During the course of his speech following the delivery of "Baron Murray" in Japan on 14th April, 1977, Mr. M.B. Cheales, Managing Director of H. Hogarth and Sons, said the following:-

"Both Captain Alistair Sutherland and Mr. Bill Moore have made many friends and have greatly enjoyed their stay in Japan, but at the same time this has meant that a year of their lives has been spent away from their homes. May I thank them for the excellent job they have done and congratulate them on being such fine ambassadors of their country and their company."

The Directors of Scottish Ship Management wish to associate themselves with this tribute on the successful completion of an exacting job involving as it did a lengthy period of time away from home.



M.V. "CAPE OTWAY"

(Baron Murray and Cape Otway are sister ships)

We are indebted to Captain J. Jennings for the following article, which we are advised closely reflects opinion on board and might, therefore, be regarded as being almost a group effort.

Lucky Dip or The Loneliness of The Long Distance Swimmer

As the ship was passing about 10 miles off Muscat, on her way up to Bandar Shahpour, a certain young man inadvertently fell over the side shortly after breakfast. His passing went unremarked for some time and when he was missed the ship was turned round to go back and look for him. Having established when he was last seen, allowances were made for whether he would be able to see the shore given a height of eye of only zero metres, his estimated speed through the water, and the effects of tide, ocean current and wind resistance. Some of these allowances were also made for the ship's projected course and ultimately your man's optimum estimated position was deduced and a hole bored in the chart accordingly.

With all hands on lookout or in the Control Room and two other ships joining the search from the opposite direction, the ship backtracked, with occasional swoops to one side or the other, in order to allow a closer look at flotsam and several groups of sharks. As the ship came up to the optimum position, the intention being to turn round again five miles past it, Dai (getemoff) Davies had just advised that the very same rocks could be seen to starboard as were visible to port at breakfast time indeed, when there, 4 points to starboard, distance 2 cables, floating on his back apparently quite unconcerned A couple of toots on the whistle whilst stopping the ship and putting the boat down were required before he deigned to notice us, whereafter he made his way towards the lifeboat.

Afterwards, in the course of various conversations he has said:

"Nothing very much"

"Some parts were warm and some parts were cold" and

"Took your time getting that boat away didn't you" whilst various other people have said:

"What did you think about while you were in the water?"

"What was it like when you were in the water?" and

"It probably seemed longer to you than it did to us"

Conclusions:

Literally: It has been suggested that the gentleman write an article for a Readers' Digest First Person Award and that we should all share in the profit to be gained thereby.

Environmentally:

It is surmised that the reason he saw no sharks was because there were several small oil slicks, possibly from ships' tank cleanings, in the immediate vicinity. These may have helped to keep the sharks away, a point of some interest when considering the effects of sea water pollution in the short term.

Politically:

Imagine walking up the beach at Muscat clad only in a pair of psychedelic M an S underpants and then trying to explain yourself to the Authorities.

Gastronomically:

He was back in time for lunch.

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M.V. "CAPE LEEUWIN"

By

Captain I.H. Tyrrell

In the past several months of trading we have had a variety of weather, having seen ice and snow on the decks, later awash in a heavy weather transpacific passage, and at present heating up in the tropics after a spell "Down Under".

On ballast passage from Shimoneski to Vancouver crossing the Date Line, we had two December Thirds. Shortly afterwards it was strange to read an historical account of the War in the Pacific and, furthermore, to read that the Japanese Naval Force, before the onslaught on Pearl Harbour also had two December Thirds and we, 35 years later, were at the Date Line on the same parallel latitude. It is hard to imagine how such a large force at that time managed to remain concealed from other traffic.

At Vancouver a crew change was carried out, and a week was spent there loading wheat, thus allowing us to sample the social life of that city. Whilst there, a number of personnel were able to meet relatives and friends of Scottish descent, and also to renew other friendships. It was also very pleasant to meet again the Padre from the Missions to Seamen, the Rev. Joe Parker, and to see that he and his family are now happily established in the shipping community there and able to start a new life after their suffering and tragic bereavement in Belfast.

We had our share of bad weather after Vancouver, but by Christmas Day we had it pleasantly fine and comfortable, thus allowing us to enjoy the superb Christmas fare which the Catering Officer provided. Being well to the West we were perhaps amongst the last people to celebrate Christmas, but a few days later, having crossed the Date Line again just prior to New Year, we were amongst the earliest to welcome in 1977 in the traditional Scottish manner as per ancient custom.

By early January we were in the tropics and as a suitable weekend came along we all did justice to an excellent barbecue which seemed to have been enjoyed by all.

Approaching the coast of Mindanao we had an excellent landfall at night from our newly installed Decca Radar and duly entered the Celebes - an area where exactly a year ago a tragic mystery of the sea occurred with the loss of a large Norwegian VLOC of about 200,000 tons DW., thus making one aware of the power of the sea even in this modern age of technical advancement.

We had a fairly fast discharge at Surabaya and it was a change to stretch the legs and see the sights there with an outing to the mountains and a chance of obtaining the local souvenirs in the shops.

We have been hearing various details about m.v. "Cape Rodney" from our present Radio Officer, Mr. McNeill, and he gave us a very favourable account of this Clydebank class of ship, including a very enthusiastic report on the performance of the Satellite Navigator. Whilst in Surabaya

Mr. McNeill received in the post his Certificate as a qualified operator of Satellite Navigation, but although we now have this Certificate on board, we merely lack the instrumentation! However, we have been having some very satisfactory results from our electronic system of navigation with the Omega set, and later, when the Australian station is operational, good results should be obtained from around that area

We again loaded in the Port of Albany, which port I think we all enjoyed, as apart from anything else it is really one of the world's most attractive natural harbours.

We were delighted to meet Captain Thomas Millidge, the Harbour Master, again and to find him hale and hearty as ever, even more so having been recently remarried - so who said life only begins at 40!!

Almost 10 days discharge time at Port Klang allowed us time to get a lot of outstanding jobs carried out on the ship, and also enable us to see a lot of Malaysia with visits also to the capital city of Kuala Lumpur.

Reading in the November Triad about the Commodores we wish to be associated with everyone else in wishing Captain W. Warden, M.B.E., a very happy and long retirement in good health and strength after his very distinguished service, and to our present Commodore, Captain A.M. Fraser, very many happy voyages flying his Broad Pennant in the years ahead.

We hope 1977 will bring about a rise in Sterling, a rise in the freight market and pleasant voyages to all at sea on S.S.M. ships, and a year of general overall advancement to the Company as a whole.

As a suggestion for interesting Triad reading, we wonder whether a series of articles could be written by some authority on say - principal ports of the world, famous Scottish mariners, histories of Renowned Scottish Regiments. For more practical everyday interest, articles on details of house purchase procedure, guidance on Insurance Policies, and a simple account of all the correct claims and allowances seafarers and others can make when submitting tax returns would be useful as being away we are perhaps not so fully aware of all our rights over this unpopular deduction from salary as those ashore.

Best wishes to all at S.S.M. and "Bon Voyage" to those afloat!

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We are indebted to Captain Tyrrell for the foregoing article and his suggestions for a series of articles on a variety of subject have been noted.

M.V. "BARON NAPIER"

We are much indebted to Captain A. Michie for the following very excellent reports on the recent discharge of sheep at a port in the Red Sea area and the subsequent cleaning operations

SHEEP DISCHARGING

After an excellent run from Australia to the Red Sea area we ended the passage at 0800 hours on the 31st March, wove a tortured course through the myriad reefs and ships at anchor and picked up the pilot at 0853. Our first line was ashore at 0937 and we were all fast by 1000. Pratique was granted at 0930 before coming alongside, the doctor boarding shortly after the pilot and leaving again by boat.

Agent and Customs boarded on arrival and it was necessary to fill in piles of forms, among them one to guarantee that all alcoholic beverages and all tobacco surplus to immediate crew requirements were under seal. Customs official then sealed the bonded store and also the main and emergency transmitter switches as it is, of course, forbidden to transmit while alongside.

After completion of formalities the labour came aboard and commenced setting up a sheep discharging ramp from the starboard pilot ladder access gate. We were told that sheep were to be run directly on to the quay and this we started to do at 1100 hours. The sheep were rather loathe to tackle the fairly steep ramp down into the quay and there was much pulling and prodding of the animals amidst guttural Arabic curses before they started to run. The plan was to run off the starboard side first, then the sheep between the hatches followed by the port side and lastly the sheep on top of the lids.

As we had already reduced the pen divisions greatly on passage there was little to do in this direction, but the local labour proved to be particularly inept at herding sheep. One of them always seemed to be standing where the sheep were supposed to be going with the result that they would stop running and bunch together until some more had been hauled to the top of the ramp and thrust down it, when they would again get the idea and another group would go romping off until thwarted once more by a misplaced stevedore.

After a couple of hours of this, we had managed to discharge nearly 1600 sheep by our count and then the job collapsed. The receiver suddenly appeared on the scene, said that it was 13 miles to his holding pens and that all the sheep that had been discharged must be reloaded. This we refused to do and after perhaps an hour of diplomacy by the stockman, the Chief Officer, the Port Administration officers and myself, the receiver said that he had rented a holding yard some two kilometres away and proceeded to drive the sheep off. All the remainder were however to be loaded into trucks.

Eight large Mercedes trucks erupted into the quay at this point and with much blowing of horns and shouting jockeyed for position to be first to back up to the ramp. Fifteen minutes of seething confusion later the first truck was in position and the stevedores again started tying to /.....

drive the sheep onto the trucks. This proved to be even more difficult than before as the trucks tailgates protruded above the end of the ramp meaning the sheep had a steeplechase course to negotiate in their final leap into the truck. Those not prepared to jump in this manner were unceremoniously bundled into the back of the vehicles.

The trucks held about fifty sheep each and, with no shortage of trucks, work continued until 2200 by which time nearly 4500 sheep had been landed. The stevedores by this time developed a system consisting of flailing the sheep with bamboos and rubber hoses and dragging the reluctant ones by a leg or by the horns. All the sheep on deck had been cleared and the ramp had been erected to No. 5 lids and this area cleared also.

Work resumed on No. 4 hatch top at 0700 on the morning of Friday, 1st April and, again with sufficient trucks all the sheep were discharged by 1030 with the loss of only two sheep since our arrival. About four took off into the wide blue yonder after they were offloaded, but I think they were all recaptured. Tallies were compared and the shore tally gave a figure of 6377, ours 6409 which was not too big a discrepancy considering the confusion that had reigned. The shore tallyman was working on behalf of the shippers' insurance company. Shortly before the sheep were completed work was started on discharging the bagged feed into the trucks, this work continuing until the early afternoon.

As Friday is the Moslem equivalent of Sunday and a day of prayer, we were informed that there would be no labour from 1100 till 1530 as the stevedores insisted on going to pray. Nobody, however, had told the stevedores this and they continued to work throughout the day. When the bagged feed was completed they started to land the fencing, wires, stanchions, ramps etc. our crew having dismantled the fencing, coiled the wires and piled the stanchions for them. All fittings were landed into trailers and this work was completed by 1810 on the 1st. As pilotage ceases at 1800 and we had decided at about 1500 that it was very unlikely that we would finish in time, I requested the first available sailing on the morning of the 2nd. Pilot was consequently ordered for 0700.

The Agent arrived with clearance at 0645 on the 2nd. April and prepared to take our two stockmen ashore. Pilot arrived promptly at 0700 and after the stockmen had their bags checked by the customs guard at the gangway and the Agent had made a couple of journeys to the Immigration Office, they finally went ashore at about 0725.

We were finally all gone and clear with the anchor aweigh at 0801 and the pilot disembarked at 0830. I think that all sighed with relief at leaving, until they had a good look at the foredeck and hatchtops, where a daunting quantity of sheep droppings is caked and matted.

At the time of writing we are proceeding at 90R.P.M. and about 10 knots with all available manpower hosing, shovelling, scraping and sweeping. At this speed we will arrive at Suez on the evening of the 4th, but if we do not appear to be able to finish the job by that time I will have to lose another day before the canal. I cannot see any port admitting us in our present condition on deck and neither can I see them allowing us to shovel sheep droppings over the side into Suez Bay during the expected delay there.

CLEANING AFTER SHEEP

As I said in my previous report on the matter of sheep carriage, the disembarkation of the sheep left a daunting amount of cleaning to be done.

Sailing, as we did, on the morning of the 2nd April, by the time we were clear and had secured the anchors and the crowd had had their breakfast, we had lost half a mornings work. When the cleaning did start it became immediately obvious that the job was going to be much more difficult than I or any of us had anticipated. The sheep droppings, well mixed with crumbled feed and bound with urine, were really firmly matted and it was a job for scrapers to move it from the deck. Even the SEM jet hoses, two of which we had rigged, were making little impression and by dusk of the 2nd we had barely tickled the surface.

As it was obvious that there was much more than a days work to do by the morning of the 3rd April and I had given an ETA of 0600 4th at the Canal, I amended this to 1800 on the 4th and said that I might yet have to delay further. We reduced speed to 90 revs. and chugging slowly northwards turned to at 0600 on the 3rd to get as much work done as possible. The Chief Engineer went out and shovelled with the best of them as did the Chief Officer and I took over the four to eight watch. The Catering Officer took over the galley and both cooks got into the act plus the catering boy in the afternoon when he had completed his morning routine.

The work was exceedingly heavy and by the evening of the 3rd we had cleared off the hatch tops and had got the worst shovelled out of the spaces between the hatches. This left the whole main deck to do, including large piles, for which a polite word escapes me, opposite each hatch and each space in between.

It is many years since I saw a crowd work so hard and I honestly doubt that any ship's crew could have done any better than this one.

I had to come to a decision on the evening of the 3rd about whether we could finish in time to make the Canal at 1800 on the 4th and in consultation with the Chief Engineer and Chief Officer, I decided that this would not be possible. I consequently pulled the vessel out of the traffic into the northern portion of the Red Sea and we stopped and drifted overnight. I sent an amended ETA of 1400 5th to the Canal agents and this I repeated to yourselves on Monday morning, this estimating a day and a half to complete.

Next day was again an 0600 turn to and once more all hands worked with a will and excelled themselves indeed so that by dusk nearly all the heavy detritus had been cleared off and what was still required was a good hosing down. I could perhaps at this time have brought the ETA forward a few hours, but as this was unlikely to have any real advantage, as I could not have made the required time to catch the convoy on the 5th, I left things as they were.

We hosed and swept on the morning of the 5th and then made our preparations for arrival at the Suez Canal where we anchored at 1348 that day and waited for instructions and pilot to take us into Suez Bay.

While/....

While at the present time nobody could accuse us of having a sparkingly clean ship, by far the worst is off and we continue to wash and sweep to get all the muck out of the awkward corners.

Throughout the voyage the crew have worked very well with this sheep cargo, although for most of the time we have been two men short.

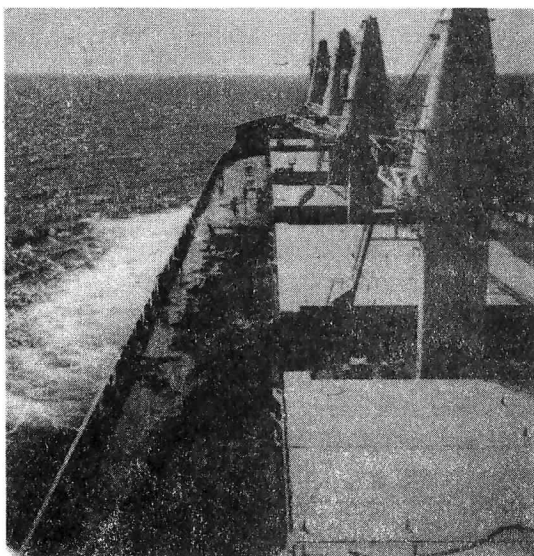
The Chief Engineer and Chief Officer worked every bit as hard as the crowd and Mr. Wright asked me to inform you that when he is released from the orthopaedic ward he claims the right to shake hands with the Superintendent of his choice in recognition of his services.

I do not think that there is any easy way to do the cleaning, but we did find that a good soaking made the dirt easier to lift though probably heavier than otherwise. It certainly reduced the amount of scraping we had to do, though this was still considerable.

I enclose three photographs to give you some idea of the magnitude of the task we faced.

We have tried and failed to knock off the stanchion sockets which were welded to the decks and hatches and I fear that these will have to be burned off. If there is any prospect of further sheep cargoes for this vessel, I imagine they could be left on the lids, but I think they will have to be removed from the decks.

I trust that this and my other report on the sheep have been of some use to you and hope that other cargoes of this nature are successful. I can only feel extremely fortunate to have had such splendid co-operation from my officers and crew in all aspects of this cargo and trust that other masters may have the same.



On the 25th April, 1977, at a meeting called by our Chairman, the staff were advised, prior to press release, of certain share transactions which had just recently taken place. For the information of the seastaff, the press release was as follows:-

For release on Monday, 25th April, 1977

Lyle Shipping Company Limited (Lyle) announces that it has received notification from The Burnett Steamship Company Limited of Newcastle (a wholly-owned subsidiary of Federal Commerce and Navigation Limited of Montreal) that on 18 April, 1977, it disposed of 397,000 ordinary shares and 289,500 'A' non-voting ordinary shares of Lyle and that it no longer owns any shares of Lyle.

A notification has also been received from Hogarth Shipping Company Limited of Glasgow (Hogarth) that on 18 April, 1977, it purchased a further 429,000 ordinary shares and 359,500 'A' non-voting ordinary shares of Lyle. As a result Hogarth now owns a total of 909,250 ordinary shares (29.98%) and 825,500 'A' non-voting ordinary shares (27.22%) of Lyle.

A third notification has been received that on 18 April, 1977, the Kuwait Investment Office of the Ministry of Finance of the Government of Kuwait purchased 253,00 ordinary shares of Lyle (8.34%) and that it currently owns that number of ordinary shares.

The board understands that the above transactions include the sale of the entire holdings of Lyle shares registered in the names of the four nominee companies whose voting rights were withdrawn in 1976.

The board has been informed that Hogarth regards its holding of Lyle shares as a long-term investment and that it has no plans to make an offer for the remaining shares of Lyle.

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We are very pleased to include in this issue the undernoted letter of thanks received by Mr. C. Green, Chief Cook "Cape Sable", from the Sister Superior of Nazareth House, Swansea, in respect of a generous donation received from the Officers and crew:-

Dear Mr. Green,

The Sisters all join with me in expressing thanks for your most generous donation of £13.00 for the "Children's Fund". We greatly appreciate your interest in our work for the children as we have some children here who are solely dependent on the donations of charitable people for their maintenance.

Please convey our thanks also to the Crew of M.V. "Cape Sable" who contributed so generously to your appeal.

We are very grateful for your offer of help for the benefit of the children in the future and wish you every success in your efforts.

Assuring you and all the Crew of a remembrance in our prayers, that you may all be blessed with every success in all your undertakings.

Yours gratefully,

Sister Mary

Superior

We are delighted to record the very considerable examination success achieved by one of our Stewardesses, Miss Norma Brown, at the Nautical Catering College, Liverpool.

As a matter of fact, we understand that Miss Brown was the first woman to gain the award and furthermore was the first person ever to gain 100%. This success reflects most creditably both on Miss Brown and the Company.



MISS NORMA BROWN

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1976 SAFETY COMPETITION

Our congratulations are also due to Mr. A. Smith, C.P.O. who, whilst serving on M.V. "CAPE GRAFTON", designed and submitted a Safety Poster, which we are very pleased to say gained him Second Prize.

We are indebted to a well known racing correspondent serving on board "Baron Napier" for the following article:

'77 FORM GUIDE

Yet another season of the 'Sport of Kings' is upon us and looking through the form book and noting future venues I have a few comments and selections which I will offer you as a guide only, making only a promise of an exciting season and the prospect of a few bob for the more fortunate punter.

First, a few words about those old favourite plodders, 'Howe', 'Sable', 'York' and their like. They've been around the courses a few times now, not much breeding, but from a long line of stayers. Although in the twilight of their racing careers they can still show a clean set of hooves to some of these flashy Continentals, particularly over the longer distances, especially those Atlantic Hurdles type National Hunt Meetings. That old girl 'Howe' will be sadly missed when she goes to grass after the National Hunt season, by owners, jockeys and even punters who have fond memories of her performances with the exception of the few who lost their shirts, amongst other things, when she 'pooped' at Beechers a few seasons back.

There should be yet another interesting tussle in the 'Belhaven Race' this coming season. Both main contenders start odds on, not surprising as they have the same blood stock, Horten out of Tonsberg, both owners tending to retain the same jockeys who seem suited to the course. The very nature of the course is what makes this particular race extremely interesting. Very soft going at the start of the course, getting better to good then very hard going in the finishing straight.

Two half brothers of these 'East Coasters' are always worth an each way bet every time out, they are 'Lou Inn' and 'My Clay', two very fast mounts, tending to fall away towards the end of the season, possibly been ridden too hard, or the fact that they are more top heavy than their 'East Coast' relatives, all these horses giving a shaky ride to their riders. A good 'on the nose' wager could be on 'My Clay' to repeat last season's success in the Columbo Cup, her jockey at that time informed me he won by several lengths.

Now to a string of fillies from the Haugesund Stables who have sent many a punter on his way penniless and heartbroken. Good looking fillies indeed, but very temperamental. Not too good over the sticks and have a tendency to break down if pushed too hard on hard ground. Various trainers have been employed with mixed results. Two of the better mounts, 'Big G' and 'The Bar Room Worms', have good form, although 'Big G' finished last season with back trouble but I expect her to come good again soon as long as stable jockey Fred Fearless lets her go at 45 metres from the last furlong/.....

furlong marker, keeping a tight reign behind the leaders till then. The main trouble with this string seems to be hairline cracking in the hooves, longer shoe nails were tried with limited success so I would advise speculation with caution until results improve, which I'm sure they will after the first few meetings. It is a sobering thought that although temperamental, these horses have not the strain from their sires as did their forerunners, which resulted in their hooves apparently ruston, an ailment that saw many a good mount led to the Knackers Yard. A sad case of misfortune seems to have stuck with that game little filly 'Chorn', always a trier she broke a leg last season and was recovering well but alas a fall in training injured the same leg and a long road to recovery is underway under the scrutiny of a well known Continental leg specialist. I'm sure she'll be back to thrill us all pretty soon.

A few glowing reports are now filtering back to the media concerning a new breed of super stayers, Burmeister out of Govan, reared in Ireland by Harry O'Wolff, these boys seem to have speed, staying power, ability over hurdles, everything except looks, but when so much money is at stake, punters, they are good value at the likely odds to be quoted at the start of the Two Year Old season. Last year, when they were all yearlings and had excellent results and were fully expected to move up into class fields and make good account of themselves, the first to show us his paces was 'Naughty Gal' in the Broken Hill Plate. It was a long time getting settled in the gates but when the tape went up he was off quickly to the front and there he stayed to the finish with a minimum of manual assistance. His brother 'Ape Here' set a new record first time out in the recently revived Pacific Timber Trials, a great start for her trainer, a young lad from Cumbria. He and his stable companion 'Rodders' are my automatic choices for a good return with little risk.

Little is known at present of the fortunes of our local steeds out on the Australian circuit. Their handlers over there are well experienced, although their jockeys have sometimes been referred to as cowboys, this being sour grapes on the part of people in our sport over here on account of the large fees commanded by their riders, trainers and even stable lads. Although rewards are smaller over here, some of our younger stable lads and lasses nowadays possess great promise for the future, having a healthy interest in their charges and the sport in general.

In summing up, punters, I see clear favourites emerging in the Two Year Old class with some good E.W. shots and a few surprises from the back of the field with long odds, especially as many owners hire the same jockeys and trainers for successive mounts. Good fields are assured barring injury and weather. Going hard to firm for most of the season. A good outsider for this year's Grain Derby at the Indo Course, 'Hard Raisen'. Finally, congratulations to last season's Champion Jockey, Alec Fraser, who seems unbeatable these days on any mount. Good luck Alec in the coming seasons and the same to you, punters.

We are indebted to Captain George Towers for the following article dealing with the extremely severe icing which occurred in the St. Lawrence:-

It is generally agreed amongst those who know the "Bauxite Shuttle" that it is an idyllic type life with balmy tropical nights etc. Like all good things it comes to an end and somehow after a spell on the "shuttle" life seems different.

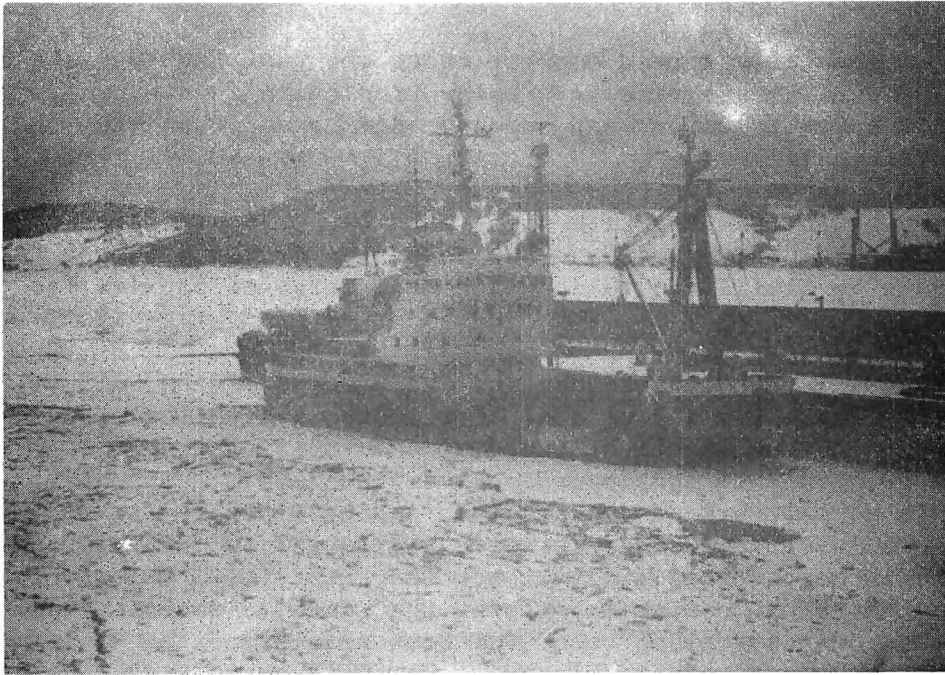
We on board the Cape Race spent Xmas Day 1976 alongside at Smalkalden loading bauxite for Chaguaramas and New Years Day cruising on the Suriname River on our way back to Smalkalden to load a bottom cargo of bauxite for a Port Alfred discharge.

The passage from Smalkalden and Chaguaramas to the Gulf of St. Lawrence went very well, there was a good deal of ice but nevertheless things went quite well and we engaged the Pilots at Escaumains at 0915 hrs on January 14th; after passing Isle St. Louis in the Saguenay River the good times ended. We passed Isle St. Louis at 1210 hrs on January 14th and by 1710 hrs it was 5 miles astern (no pocket calculator so no average speed available) and at this time we were "beset" in 18 inches of consolidated pack ice, like the Grand Old Duke we could go neither up nor down. Four days later the Canadian Coastal Tanker m.v. Frobisher Transport came along bound for Port Alfred and thankfully he took pity on us and "broke us out" of our misery. We followed in Frobisher's footsteps like the page in the Xmas carol and finally berthed alongside the discharging berth at 1800 hrs on January 18th.

On completion of the discharge we sailed from Port Alfred at 0600 hrs on January 20th bound for Smalkalden but it was not until 0410 hrs on January 21st when along came our very good friend the m.v. Frobisher Transport who once more "broke us out". There was still 6 miles to go and it was worrying to think that the "Frobisher" who was bound for Quebec would not be at hand if needed; to have asked him to stay would have been a "bit much" and possibly have spoilt a fine friendship. Nothing daunted we pushed on, only this time backwards for we could not leave the track left by "Frobisher" and there was not sufficient room to turn round. In this manner we came to within 1½ miles of the dock and to the parting of the ways, for Alcanport would not permit us to use the berth left vacant by the "Frobisher". To change to another track we had to come ahead on the engines in order to slew the stern round, this proved to be fatal, for, whilst we were able to slew the stern round we did not have the power to overcome the ice in the new track and so for the third time in 3 days we were "stuck in the ice" just over 1 mile from the berth and no "Frobisher Transport".

Early on the morning of January 22nd along came the Canadian Government Icebreaker "Montcalm". He quickly freed us and we berthed alongside Powell No. 2 at 0830 hrs on Saturday January 22nd. (after the carry on with Wolfe at Abraham Heights; its hard to believe that a "Montcalm" would ever help the British). The Saguenay River had not been visited by an Icebreaker for some time and it would appear to have been given the "poor cousin" treatment, this was understandable as all available Icebreakers in the St. Lawrence and the two big ones from Halifax (the John D. MacDonald and the Louis St. Laurent) have been trying for 2 weeks to break up a massive "ice jam" that stretches for 5 miles above the bridge in Quebec and was up to 40 ft. thick in places. From Press reports it would appear to be the biggest "ice jam" the river has ever experienced.

The Canadian Government run these very expensive Icebreakers for the sole purpose of "Flood Prevention", the fact that they do on occasion give assistance to ships and as a result of their "Flood Prevention" they keep the ports open is purely incidental.



Top Photograph ICEBREAKER "MONTCAIM"

Bottom Photograph M.V. "CAPE RACE" BESET IN PACK ICE
 SAGUENAY RIVER

(We apologize for the quality of the reproduction)

This being Her Majesty's Silver Jubilee Year, the Directors considered it appropriate to send the following telegram to the Queen and to which the Queen graciously replied through her Private Secretary.

GREETINGS TELEGRAM TO HER MAJESTY THE QUEEN

THE DIRECTORS AND STAFFS OF LYLE SHIPPING COMPANY LIMITED, H. HOGARTH & SONS LTD. AND SCOTTISH SHIP MANAGEMENT LTD. GLASGOW, JOIN WITH THE MASTERS, OFFICERS AND CREWS OF THEIR SHIPS IN OFFER OUR LOYAL CONGRATULATIONS TO HER MAJESTY IN THIS JUBILEE YEAR.

THE QUEEN SINCERELY THANKS THE DIRECTORS AND STAFF OF LYLE SHIPPING COMPANY LIMITED, H. HOGARTH AND SONS LIMITED AND SCOTTISH SHIP MANAGEMENT LIMITED AND THE MASTERS, OFFICERS AND CREWS OF THEIR SHIPS FOR THEIR KIND AND LOYAL MESSAGE ON THE OCCASION OF HER MAJESTY'S SILVER JUBILEE.

PRIVATE SECRETARY

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FLEET NEWS AS AT 4th JULY. 1977

M.V. "BARON ARDROSSAN"	Due away from Ujung Pandang 2.7.1977 for Surabaya thereafter Christmas Island/New Zealand.
M.V. "BARON BELHAVEN"	Due away from Jarrow 9.7.1977 bound for Linden/Chaguaramas.
M.V. "BARON DUNMORE"	Sailed Singapore 30.6.1977 for Geraldton/Port Klang.
M.V. "CAPE GRAFTON"	Due away from Newcastle, N.S.W., 7.7.1977 bound for Djakarta, Surabaya, Singapore and Karachi.
M.V. "CAPE GRENVILLE"	Due away from Constantza 10.7.1977 bound for Annaba/Japan.
M.V. "CAPE HORN"	Sailed Port Elizabeth 20.6.1977 bound for Tachibana thereafter Australia/Lumut.
M.V. "CAPE HOWE"	Sailed Glasgow 1.7.1977 bound for Rotterdam thereafter Glasgow.
M.V. "CAPE LEEUWIN"	Sailed Geelong 29.6.1977 bound Singapore & Hong Kong.
M.V. "BARON MACLAY"	Due away Surabaya 4.7.1977 bound for Brisbane/Colombo.
M.V. "BARON NAPIER"	At Dar-Es Salaam thereafter bound for Western Australia/Indonesia.
M.V. "CAPE ORTEGAL"	Due away from Basrah 16.7.1977.
M.V. "BARON PENTLAND"	Due away from Ube 10.7.1977 thereafter Sydney/Japan.
M.V. "CAPE RACE"	At Chaguaramas 3.7.1977 thereafter Paramaribo, Chaguarama, Port Esquivel and Blyth.
M.V. "BARON RENFREW"	Sailed from Antwerp 29.6.1977 bound for Singapore.
M.V. "CAPE RODNEY"	Due away from Singapore 11.7.1977 bound for Western Australia/Indonesia/N.S.W./Japan.
M.V. "CAPE SABLE"	Sailed Singapore 23.6.1977 bound for Fiji/Singapore.
M.V. "BARON WEMYSS"	Sailed Geraldton 1.7.1977 bound for Port Kembla/U.K. (Immingham).
M.V. "CAPE YORK"	Sailed Newcastle (N.S.W.) 23.6.1977 bound for Djakarta thereafter Geelong/Singapore and/or Malacca and/or Hong Kong.

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PERSONNEL

As at 24th June, 1977

M.V. "BARON DUNMORE"

T. Baker	Master
J. Curley	1st Mate
P. Morrison	2nd Mate
C. Brown	3rd Mate
L. Anderson	Radio Officer
N. Ogilvie	Chief Eng.
A. Miller	2nd Eng.
A. Harbinson	3rd Eng.
J. Dillon	3rd Eng.
S. Williams	4th Eng.
M. Whitecross	Jun. Eng.
K. Parker	Electrician
F. de Goey	Catering Officer
K. Nicholls	Nav. Cadet
N. Eyke	Nav. Cadet

M.V. "CAPE HOWE"

G. Roger	Master
I. Taylor	1st Mate
A. Logan	2nd Mate
M. Macrae	3rd Mate
F. Howard	Radio Officer
F. Freeburn	Chief Eng.
J. Williams	2nd Eng.
E. Carter	3rd Eng.
A. Marrs	4th Eng.
D. McClelland	Jun. Eng.
P. Mulgrew	Jun. Eng.
J. McKechnie	Jun. Eng.
A. Mullen	Electrician
A. Paterson	Catering Officer
A. Dinnes	Nav. Cadet
H. Conway	Nav. Cadet
N. Poole	Nav. Cadet

M.V. "CAPE SABLE"

W. Anderson	Master
R. Bucknall	1st Mate
B. Andrew	2nd Mate
J. Paget	3rd Mate
D. Anderson	Radio Officer
M. Seo	Chief Eng.
R. Wall	2nd Eng.
D. Dunlop	3rd Eng.
M. Khan	3rd Eng.
D. McKinlay	4th Eng.
R. Henderson	Jun. Eng.
B. O'Hagan	Electrician
J. McGurk	Catering Officer
R. Sinclair	Nav. Cadet
I. Bell	Nav. Cadet

M.V. "CAPE YORK"

C. Macdonald	Master
E. Fowler	1st Mate
M. Bajwa	2nd Mate
H. McWilliam	3rd Mate
J. Forrester	Radio Officer
J. Weir	Chief Eng.
H. Topping	2nd Eng.
I. Macpherson	3rd Eng.
A. Samuel	4th Eng.
T. Devine	4th Eng.
Yam Woh Hee	Jun. Eng.
N. Campbell	Electrician
P. Coles	Catering Officer
J. McMahon	2nd Steward
P. Cowing	Nav. Cadet
R. Macdonald	Nav. Cadet
G. Davidson	Eng. Cadet
A. Taylor	Eng. Cadet

M.V. "BARON RENFREW"

J. Mackay	Master
K. O'Neill	1st Mate
D. Mackenzie	2nd Mate
W. McKie	3rd Mate
I. Leese	Radio Officer
J. Munro	Chief Eng.
E. Cornais	2nd Eng.
H. Hay	3rd Eng.
W. Moncrieff	4th Eng.
A. Weir	4th Eng.
J. Bowman	Electrician
G. Hobbs	2nd Electrician
T. Robson	Catering Officer
K. Nevin	G.P. Steward
D. Taylor	G.P. Cook
W. MacCallum	G.P. Cat. Boy
R. Barton	G.P. Cat. Boy
P. Hendren	G.P. Cat. Boy
C. Gallagher	C.P.O.
G. Senter	G.P.1.
P. Bennett	G.P.1.
P. George	G.P.1.
J. Smith	G.P.1.
P. Shotton	G.P.1.
J. Stockdale	G.P.1.
J. Adams	G.P.1.
E. Lindsay	G.F.3.
R. Gernon	Nav. Cadet
J. Smyth	Nav. Cadet
D. Lindsay	Eng. Cadet

PERSONNEL
(contd.)

M.V. "BARON ARDROSSAN"

J. Jones	Master
D. White	1st Mate
A. Latty	2nd Mate
S. Budd	3rd Mate
J. Callaghan	Radio Officer
J. Gilmartin	Chief Eng.
I. Brightmore	2nd Eng.
W. Macdonald	3rd Eng.
S. Hill	3rd Eng.
W. Keady	4th Eng.
K. Williamson	Electrician
J. Smith	Catering Officer
D. Sparkes	G.P. Stewardess
I. Stewart	G.P. Stewardess
C. Bain	G.P. Cook
I. McLellan	G.P. Cat. Boy
D. Ross	C.P.O.
E. Gomez	G.P.1.
E. Ortlana	G.P.1.
O. Lopez	G.P.1.
N. Paladines	G.P.1.
J. Diaz	G.P.1.
M. Martinez	G.P.1.
M. Salazar	G.P.1.
T. Conway	P.O.
K. Playle	Nav. Cadet
A. Currie	Nav. Cadet

M.V. "CAPE HORN"

J. Jennings	Master
L. Morison	1st Mate
J. McCaskie	2nd Mate
J. Dobson	3rd Mate
C. Ritchie	Radio Officer
J. Cochrane	Chief Eng.
S. Beeley	2nd Eng.
G. McPherson	3rd Eng.
N. Ince	3rd Eng.
J. McKenzie	4th Eng.
J. McIntyre	Electrician
J. Campbell	Catering Officer
M. Derby	G.P. Stewardess
B. Lines	G.P. Stewardess
J. Hanna	G.P. Cook
K. Macintyre	G.P. 2nd Cook & B.
I. McGeechy	G.P. Cat. Boy
D. Smart	C.P.O.
J. Vega	G.P.1.
J. Delgado	G.P.1.
J. Gomes	G.P.1.
A. Fortes	G.P.1.
J. Espinosa	G.P.1.
L. Alvornoz	G.P.1.
J. Donato	G.P.1.

M.V. "CAPE HORN"
(contd.)

R. Jones	P.O.
R. Simpson	Nav. Cadet
S. Goudie	Nav. Cadet

M.V. "CAPE RACE"

N. Walsh	Master
R. Harper	1st Mate
P. Brennan	2nd Mate
I. Naughton-Rumbo	3rd Mate
A. Honan	Radio Officer
T. Campbell	Chief Eng.
B. Cook	2nd Eng.
H. Macphail	3rd Eng.
F. Lyke	3rd Eng.
B. Spindloe	4th Eng.
A. Dodds	Electrician
D. Beaumont	Electrician
C. Macleod	Catering Officer
J. David	Guy. G.P. Cook
B. Waldron	Guy. G.P. Steward
F. Stoll	Guy. G.P. Cat. Boy
V. Straker	Guy. C.P.O.
C. Kitt	Guy. P.O.
L. Ward	Guy. G.P.1.
B. Lochinvar	Guy. G.P.1.
J. Bing	Guy. G.P.1.
C. Higgins	Guy. G.P.1.
R. Jankie	Guy. G.P.1.
D. Ross	Guy. G.P.2.
L. Straker	Guy. G.P.2.
L. Forbes	Nav. Cadet
W. Fairley	Nav. Cadet
E. Ling	Eng. Cadet

M.V. "BARON BELHAVEN"

G. Towers	Master
P. Smart	1st Mate
S. Barket	2nd Mate
H. Hardie	3rd Mate
J. McCool	Radio Officer
R. Towns	Chief Eng.
T. Browne	2nd Eng.
N. Ramsay	3rd Eng.
B. Edwards	3rd Eng.
J. Kelly	4th Eng.
R. McIntosh	Electrician
I. McDonald	Catering Officer
B. Gomes	Guy. G.P. Cook
T. Singh	Guy. G.P. Steward
K. Dookram	Guy. G.P. Steward
O. Dow	Guy. G.P. Cat. Boy
E. Congreaves	Guy. C.P.O.
R. Dow	Guy. P.O.

PERSONNEL
(contd.)

M.V. "BARON BELHAVEN"
(contd.)

F. Bryan	Guy. G.P. 1.
I. Hamilton	Guy. G.P. 1.
C. Morris	Guy. G.P. 1.
C. Joseph	Guy. G.P. 1.
H. Dettering	Guy. G.P. 1.
J. Smith	Guy. G.P. 1.
M. Singh	Guy. G.P. 1.
A. Sampson	Guy. G.P. 2.
J. Watson	Nav. Cadet
R. Macdonald	Nav. Cadet

M.V. "BARON MACLAY"

D. Innes	Master
A. Henderson	1st Mate
J. Melville	2nd Mate
G. Gray	3rd Mate
W. McIlroy	Radio Officer
A. Smith	Chief Eng.
W. Smart	2nd Eng.
G. Clement	3rd Eng.
D. Girgan	3rd Eng.
J. Richardson	Electrician
D. Wood	2nd Electrician
E. Hutter	Catering Officer
P. Hart	G.P. Steward
W. Sutherland	G.P. Cook
D. Rodgers	G.P. Cat. Boy
E. McCluskey	G.P. Cat. Boy
G. Jones	G.P. Deck Boy
J. Sander	C.P.O.
J. Challis	G.P. 1.
D. Cook	G.P. 1.
D. Shillito	G.P. 1.
K. Mason	G.P. 1.
R. Rosson	G.P. 1.
A. Howes	G.P. 1.
J. Irvine	G.P. 1.
C. Reilly	G.P. 2.
G. Weston	P.O.
C. Parton	Nav. Cadet
A. King	Nav. Cadet

M.V. "BARON WEMYSS"

T. Edge	Master
G. Bickerton	1st Mate
D. Lloyd	2nd Mate
C. Groundwater	3rd Mate
R. Macmeikan	Radio Officer
D. Campbell	Chief Eng.
I. Mackenzie	2nd Eng.
D. Bell	3rd Eng.
R. Elniff	3rd Eng.
M. McLay	4th Eng.

M.V. "BARON WEMYSS"
(contd.)

J. Oliphant	Electrician
J. McDonald	Catering Officer
B. Kemp	G.P. Stewardess
M. Murphy	G.P. Stewardess
T. Coughlan	G.P. Cook
W. McIntyre	G.P. 2nd Cook & B.
D. Bergin	G.P. Cat. Boy
J. Russell	C.P.O.
J. Ortiz	G.P. 1.
B. Masters	G.P. 1.
A. Parnell	G.P. 1.
D. Campbell	G.P. 1.
M. Peed	G.P. 1.
D. MacInnes	G.P. 3.
D. Burns	G.P. 3.
T. McQuade	P.O.
M. Kenny	Nav. Cadet
L. Maclachlan	Nav. Cadet

M.V. "CAPE GRAFTON"

L. Hocking	Master
A. Weir	1st Mate
C. McCurdy	2nd Mate
B. Wilmott	3rd Mate
I. Macdonald	Radio Officer
D. Brown	Chief Eng.
C. McCrae	2nd Eng.
F. Taylor	3rd Eng.
J. Nelson	4th Eng.
F. Crichton	4th Eng.
D. Noble	Electrician
J. Clancy	Catering Officer
C. Muir	G.P. Stewardess
I. Ferguson	G.P. Stewardess
W. Thomson	G.P. Cook
R. Simson	G.P. 2nd Cook & B.
K. Buchanan	G.P. Cat. Boy
B. Mahoney	C.P.O.
J. Milne	G.P. 1.
J. Dalrymple	G.P. 1.
D. Beaumont	G.P. 1.
W. Weekes	G.P. 1.
J. Macleod	G.P. 1.
K. Harrison	G.P. 1.
J. Craig	G.P. 1.
M. McPhee	P.O.
J. Millar	Nav. Cadet
R. Johnston	Nav. Cadet

PERSONNEL
(contd.)

M.V. "CAPE LEEUWIN"

I. Tyrrell	Master
P. Dyson	1st Mate
R. Mullen	2nd Mate
R. Abercrombie	3rd Mate
A. MacCallum	Radio Officer
W. Ruch	Chief Eng.
R. Newall	2nd Eng.
D. McArthur	3rd Eng.
R. Dawson	4th Eng.
P. McKee	4th Eng.
H. Macfarlane	Electrician
A. McGlynn	2nd Electrician
R. Diamond	Catering Officer
J. McMennamy	G.P. Steward
R. Kan	G.P. Cook
A. Mcleod	G.P. Cat. Boy
J. Barr	G.P. Cat. Boy
J. McCormack	C.P.O.
J. Fullwood	G.P.l.
A. Batista	G.P.l.
J. Alvarez	G.P.l.
W. Pattie	G.P.l.
G. Rojas	G.P.l.
G. Molina	G.P.l.
A. Andrada	G.P.l.
G. Montenegro	P.O.
D. Skinner	Nav. Cadet
I. Macleod	Nav. Cadet

M.V. "CAPE GRENVILLE"

D. Taylor	Master
J. McKellar	1st Mate
J. Gillespie	2nd Mate
D. Fenton	3rd Mate
D. Roche	Radio Officer
B. Denmark	Chief Eng.
P. Knapp	2nd Eng.
P. Harvey	3rd Eng.
R. Healey	4th Eng.
J. Hannah	Jun. Eng.
D. Gibb-Mawhinney	Electrician
E. Crosby	Catering Officer
M. Carey	G.P. Stewardess
G. Dunn	G.P. Cook
J. Meechan	G.P. Cat. Boy
J. Richardson	C.P.O.
T. Cox	G.P.l.
G. Hamilton	G.P.l.
R. McBride	G.P.l.
A. Campbell	G.P.l.
R. Maclean	G.P.l.
M. Mackenzie	G.P.l.
R. Gibson	P.O.
K. McEwan	Nav. Cadet
I. Warner	Nav. Cadet

M.V. "CAPE ORTEGAL"

K. Dootson	Master
P. Mackay	1st Mate
P. Low	2nd Mate
D. Johnston	3rd Mate
T. Davies	Radio Officer
D. Wright	Chief Eng.
J. Stone	2nd Eng.
W. Sewell	3rd Eng.
D. McFadyen	3rd Eng.
A. Wink	Jun. Eng.
J. Leiper	Electrician
R. Cathcart	Catering Of
A. Glanagan	G.P. Stewardess
M. MacLaughlin	G.P. Stewardess
J. Nitkowski	G.P. Cook
R. McGeachie	G.P. Cat. Boy
D. McGurty	G.P. Deck Boy
A. Thomas	C.P.O.
B. Mackinnon	G.P.l.
J. Mclean	G.P.l.
T. Madden	G.P.l.
P. Connor	G.P.l.
A. Macdonald	G.P.l.
J. Bett	G.P.l.
T. Ayre	G.P.l.
K. Nicholson	G.P.3.
P. Sharman	P.O.
S. Murray	Nav. Cadet
T. Mullan	Nav. Cadet

M.V. "CAPE RODNEY"

T. Walker	Master
D. Cursiter	1st Mate
N. Wilson	2nd Mate
D. Haughey	3rd Mate
D. Wilson	Radio Officer
E. Kellie	Chief Eng.
J. Knowler	2nd Eng.
H. Keenan	3rd Eng.
A. Barket	3rd Eng.
R. Watkinson	4th Eng.
W. Hornshaw	Electrician
E. McLaughlin	Catering Officer
C. Roy	G.P. Stewardess
J. Gilheaney	G.P. Stewardess
J. Adamson	G.P. Cook
W. Mclean	G.P. 2nd Cook & B.
D. Whiteside	G.P. Cat. Boy
A. Picken	C.P.O.
M. Boddy	G.P.L.
S. Pyne	G.P.l.
H. McLennan	G.P.l.
J. Gaffney	G.P.l.
R. de Mont	G.P.l.
J. Taylor	G.P.l.

PERSONNEL
(contd.)

M.V. "CAPE RODNEY"
(contd.)

J. Innes	G.P.I.
R. Edwards	G.P.I.
P. Lane	Nav. Cadet
N. Nairn	Nav. Cadet

M.V. "BARON NAPIER"

A. Michie	Master
B. Cowley	1st Mate
W. Runcie	2nd Mate
I. Mackay	3rd Mate
C. Houston	Radio Officer
R. Hartley	Chief Eng.
W. Drennan	2nd Eng.
E. Moffat	3rd Eng.
A. Sinclair	4th Eng.
P. Webb	Jun. Eng.
S. Hill	Electrician
N. Nagi	Catering Officer
C. White	G.P. Stewardess
S. Wood	G.P. Stewardess
I. Gibson	G.P. Cook
A. Law	G.P. 2nd Cook & B.
I. Yeudall	G.P. Cat. Boy
A. Wilson	C.P.O.
K. Weaver	G.P.I.
S. Giles	G.P.I.
R. Elliott	G.P.I.
M. Breckon	G.P.I.
E. Mager	G.P.I.
E. Campbell	G.P.I.
A. Mackenzie	G.P.I.
P. Thomas	G.P.I.
F. Courtney	P.O.
R. Maclean	Nav. Cadet
R. Kirkpatrick	Nav. Cadet

M.V. "BARON PENTLAND"

D. Sinclair	Master
N. Brewer	1st Mate
D. Oriatto	2nd Mate
H. Hanna	3rd Mate
B. Breslin	Radio Officer
F. Young	Chief Eng.
P. Harper	2nd Eng.
R. Smillie	3rd Eng.
R. Taylor	4th Eng.
R. Crichton	Electrician
W. Mitchell	Catering Officer
D. Farrington	Nav. Cadet
G. Evans	Nav. Cadet
M. Sweeney	Eng. Cadet

M.V. "BOGASARI SATU"

A. Maxwell	Master
S. Suttie	Chief Eng.
D. Drummond	2nd Eng.

AWAITING APPOINTMENT

J. Tomlinson	Radio Officer
G. Sellars	2nd Eng.
D. Stark	4th Eng.
J. Burns	4th Eng.
J. Stark	Jun. Eng.
M. Campbell	Jun. Eng.
J. Drever	Nav. Cadet
W. Esler	Nav. Cadet
C. Shields	Nav. Cadet
R. Warner	Nav. Cadet
C. Jeffrey	Nav. Cadet
N. Anderson	Eng. Cadet
S. Judah	Eng. Cadet
K. Jackson	Eng. Cadet
W. Glen	Eng. Cadet
J. Murray	Eng. Cadet
G. Young	Eng. Cadet

VOYAGE LEAVE

M. Murray	Master
F. Dalby	Master
G. Downie	Master
A. Fraser	Master
W. Greatorex	Master
A. Hunter	Master
C. Maclean	Master
C. Strachan	Master
I. Wemyss	Master
P. Hall	Master
J. Houston	1st Mate
S. Wright	1st Mate
J. Wood	1st Mate
D. Jones	1st Mate
E. Williams	1st Mate
B. Bedworth	1st Mate
K. Wright	1st Mate
T. Scarrott	1st Mate
D. Coe	2nd Mate
W. Finnie	2nd Mate
H. Aitchison	2nd Mate
M. Beeley	2nd Mate
E. Moodie	2nd Mate
I. Waters	2nd Mate
C. Blane	2nd Mate
N. Campbell	2nd Mate
P. Devenish	2nd Mate

PERSONNEL
(contd.)

VOYAGE LEAVE
(contd.)

G. Adams	3rd Mate
T. Farley	3rd Mate
M. Barrington	3rd Mate
T. Dunlop	3rd Mate
B. Sharp	3rd Mate
C. Thomas	3rd Mate
D. Matheson	3rd Mate
C. Williamson	3rd Mate
R. Keig	3rd Mate
R. Gaches	Radio Officer
D. Gudgeon	Radio Officer
D. Humble	Radio Officer
N. Smith	Radio Officer
J. Thomson	Radio Officer
G. Walker	Radio Officer
M. Thomas	Radio Officer
D. Poole	Radio Officer
J. Kell	Radio Officer
J. Staig	Radio Officer
G. McEwen	Chief Eng.
K. Malhotra	Chief Eng.
R. Taylor	Chief Eng.
D. Morrison	Chief Eng.
T. Dickinson	Chief Eng.
M. Martin	Chief Eng.
G. Harrison	Chief Eng.
E. Good	Chief Eng.
D. Wilson	Chief Eng.
W. White	Chief Eng.
D. Smart	2nd Eng.
W. Hughes	2nd Eng.
I. Proctor	2nd Eng.
A. Walker	2nd Eng.
K. Kyriacou	2nd Eng.
L. Speechley	2nd Eng.
K. Williams	2nd Eng.
R. Jackman	2nd Eng.
J. Mclean	2nd Eng.
J. Gilmour	2nd Eng.
M. Smith	2nd Eng.
A. Dias	3rd Eng.
J. Patton	3rd Eng.
G. Stevenson	3rd Eng.
C. Greig	3rd Eng.
R. Dempster	3rd Eng.
P. Broers	3rd Eng.
G. Law	3rd Eng.
P. Gray	3rd Eng.
J. Campbell	3rd Eng.
L. Donlan	3rd Eng.
D. Thompson	3rd Eng.
G. McNeil	3rd Eng.

VOYAGE LEAVE
(contd.)

J. Miller	3rd Eng.
N. Brown	3rd Eng.
P. Breeze	3rd Eng.
I. Jamieson	3rd Eng.
F. Drever	4th Eng.
D. Miller	4th Eng.
P. Canning	4th Eng.
R. Frost	4th Eng.
A. Macdonald	4th Eng.
D. Prime	4th Eng.
I. Wallace	4th Eng.
R. Howle	4th Eng.
A. Starrs	Jun. Eng.
R. Currie	Jun. Eng.
A. Kennedy	Jun. Eng.
C. McCartney	Jun. Eng.
J. McFaul	Jun. Eng.
G. Rutherford	Electrician
R. Bray	Electrician
C. McErlean	Electrician
W. Logan	Electrician
I. Syme	Electrician
R. Webb	Electrician
W. House	Electrician
M. Coward	Electrician
W. Lothian	Electrician
D. McInnes	2nd Electrician
G. Daddy	Catering Officer
A. Randle	Catering Officer
J. Smith	Catering Officer
A. Sisi	Catering Officer
E. Trotter	Catering Officer
J. Drury	Catering Officer
J. Harrison	Catering Officer
R. Loadwick	Catering Officer
M. Treanor	Catering Officer
J. Weir	Catering Officer
I. Neave	Catering Officer
I. Potten	G.P. Stewardess
E. Weir	G.P. Stewardess
A. Jones	G.P. Stewardess
J. Donnelly	G.P. Stewardess
E. Whitmore	G.P. Stewardess
J. Bowcock	G.P. Cook
I. Davies	G.P. Cook
L. Shortman	G.P. 2nd Cook & B.
D. McMahon	C.P.O.
J. Morrison	C.P.O.
A. Clarke	C.P.O.
D. McGuire	C.P.O.
D. Ferguson	G.P.l.
D. Maclachlan	G.P.l.

20

PERSONNEL
(contd.)

VOYAGE LEAVE
(contd.)

A. Patrick	G.P.l.
W. Chisholm	G.P.l.
W. Wilson	G.P.l.
R. Turner	G.P.l.
D. Roffe	G.P.l.
J. Morrison	G.P.l.
L. Fraser	G.P.l.
F. Morrison	G.P.l.
C. Riddell	G.P.l.
J. Thain	G.P.l.
I. McNee	G.P.l.
I. Potter	G.P.l.
K. Bygott	G.P.l.
P. Redmond	G.P.l.
D. Carmichael	P.O.
D. Craig	P.O.
A. Dent	P.O.
R. Nelson	P.O.
D. Dalton	P.O.
I. Thomson	P.O.
V. Bettis	2nd Steward
P. Mawston	Chief Cook
G. Williams	Bosun
R. Miller	Nav. Cadet
E. Morain	Nav. Cadet
S. Hayward	Nav. Cadet
C. Marshall	Nav. Cadet
J. Doorly	Nav. Cadet
M. Harnden	Nav. Cadet
J. Hardie	Eng. Cadet
D. Dunbar	Eng. Cadet

STUDY LEAVE

P. Wright	1st Mate
P. Cordiner	2nd Mate
N. Smith	2nd Mate
J. Paton	2nd Mate
P. Buckley	2nd Mate
D. Smith	3rd Mate
M. O'Reilly	3rd Mate
C. Richardson	2nd Eng.
I. Rennie	3rd Eng.
D. Campbell	2nd Cook & B.

SICK LEAVE

S. Readman	Master
M. Turton	Master
A. Mackinnon	Radio Officer
J. Macneil	Radio Officer
W. Anderson	Chief Eng.
J. Watson	Chief Eng.
K. Graham	3rd Eng.
J. McGoran	4th Eng.
E. Gibson	P.O.
K. Hastie	Nav. Cadet

TRAINING

C. Doris	Nav. Cadet
G. Burke	Nav. Cadet
D. Finlayson	Nav. Cadet
M. Goodman	Nav. Cadet
C. Campbell	Nav. Cadet
R. Bentley	Nav. Cadet
B. Crookston	Eng. Cadet
D. Robertson	Eng. Cadet
G. McNeil	Eng. Cadet
C. Biagioni	Eng. Cadet
R. Geddes	Eng. Cadet
N. Macleod	Eng. Cadet
A. Nicol	Eng. Cadet
D. Currie	Eng. Cadet
J. Gordon	Eng. Cadet
J. Macrae	Eng. Cadet
M. Fyfe	Eng. Cadet
W. Irvine	Eng. Cadet
L. Macleod	Eng. Cadet
R. Morrice	Eng. Cadet
P. Shotton	Eng. Cadet
R. Dodds	Eng. Cadet
G. Cowie	Eng. Cadet
V. McCourt	Eng. Cadet
A. Smith	Eng. Cadet
G. Smith	Eng. Cadet
A. Macphee	Eng. Cadet
W. Green	2nd Engineer
A. Alexander	Chief Eng.
A. Metcalf	Chief Eng.