



H. HOGARTH & SONS LTD.

NEWSLETTER



s.v. "OCHTERTYRE"

No. 2 - April, 1967

Nearly three months have passed since the first Newsletter went out and judging by information received from various sources it has been well received - a fact which is most encouraging for we feel that a newsletter undoubtedly fills a need and will become a valuable medium for the exchange of news and views. To achieve this in the most satisfactory form a large volume of contributions from all sources is essential and we therefore look forward to hearing from seagoing members of the staff on an ever-increasing scale whilst, for our part, those of us ashore hope to keep those of you afloat informed of our side of things.

We therefore hope that this second number will, too, be read with interest.

In this issue we are including a paragraph for each ship in the fleet, giving forthcoming fixtures, approximate arrival and departure dates and items of news which may be of interest and propose making this a regular feature of the Newsletter for we know that the seagoing staff are interested in the whereabouts and activities of other units of the fleet. One point we must stress - the dates given can only be approximate and should be regarded as such.

The Pearson Report is now available but in all probability not many will have had an opportunity of reading it and in view of its importance we are including in this issue the Summary which appears at the end of the Report detailing the ground it covers. We would mention that the Report has not yet been accepted by Parliament or the Shipping Industry.

Copies of the Report can be obtained from Her Majesty's Stationery Office, London, price 10/6d.

Mr. Hugh C. Hogarth, our Chairman's son, together with a friend, is taking a trip to the Far East on board "Baron Wemyss" and we hope they will have an interesting and enjoyable time. Upon returning to this country Mr. Hogarth will go up to Oxford University.

HEAD OFFICE

Mr. G.S. Brown returned to the Office on the 31st March after his round-the-world trip. Mrs. Brown and he have had an enjoyable and interesting time, travelling out to New Zealand on the "Chusan" by way of the Panama Canal and Pacific Coast ports and returning from Sydney, N.S.W. via the Phillipines, India and the Suez Canal on board "Arcadia".

On 25th March Miss Evelyn Munro announced her engagement to Mr. Alan Limond. A date has not yet been arranged for their wedding.

Miss Mairi Hay joined the Staff in January. Prior to coming to us Miss Hay was with David MacBrayne Ltd.

The annual Office Dance was held at the Burlington, Bath Street, Glasgow on Friday 24th. February and proved to be a thoroughly enjoyable occasion. Amongst the guests we were pleased to welcome Capt. and Mrs. L.G. Robb and Capt. and Mrs. J. Pearson. The music was supplied by Terry Martin's Band, which was excellent, and there was a first-class buffet - not to mention the bar. Our thanks must go to the Directors, through whose generosity the function was possible, and to those who organised in meticulous detail a most pleasant evening of which nothing but favourable comment was heard.

This year the Office is fielding a team to compete for the Glasgow Shipowners Recreation Club Football Cup 1967. We are joining with Lyle Shipping Company in forming the team and the players are Messrs. Bartke, Burton, Doak, Houston, Hamilton, Halliday, Irving, Pender, Picken and Robertson from our ranks and Messrs. Doig and McMillan from Lyle. The Manager of the team is Mr. W.A. Taylor, assisted by Mr. A. MacCaskill.

It is proposed to have an Office Golf Outing on the 27th of this month when play will be over Buchanan Castle Course, Drymen, Stirlingshire. This is an attractive course on the banks of the River Endrick and the outing promises to be most enjoyable.

Some will recall a golf outing to this course in 1950 when, owing to heavy rain previously, conditions underfoot proved extremely

damp. One participant, who will remain anonymous, prefers to forget the standard of his golf that day but vividly recalls attempting an iron shot with the ball lying under three inches of water. When the resultant shower-bath had drained away the ball was still there and a worm was draped over the player's glasses. It is to be hoped that conditions will be drier this time and so let the worms rest in peace.

An account of the Outing will appear in the next issue.

LONDON OFFICE

Mr. E.S. Tweedale, who retired at the end of December, will be moving shortly from London to Bexhill-on-Sea, Sussex and we wish him and Mrs. Tweedale every happiness in their new home.

We were sorry to learn of the death a short time ago of Mrs. E.E.M. Admans, a secretary in this office for nine years and who retired in December, 1956. Several Masters who called at London during her time with us will doubtless remember her.

GRESHAM HOUSE - LONDON

As many members of our seagoing staff will remember, our London Office was situated in Gresham House in Bishopsgate, but had to move about four years ago to its present location in Creechurch House when the owners of Gresham House decided to demolish the building. The intention was to erect a modern office block in its place but planning permission was not forthcoming and now after having stood more or less empty for about two years, the owners are letting offices again for periods up to 14 years.

During the war, Gresham House, was hit by a shower of incendiary bombs and one of these managed to enter a lift shaft and ignited at the bottom, where it could do no harm. A well known shipbroker, firewarching on one of the upper floors, rose to the occasion, and threw bucket after bucket of water down the shaft until he saw the fire was out. History does not record his reaction when on descending he found that he had merely soaked his colleagues who were dealing with the bomb at the foot of the shaft or their reactions as they stripped off in the boiler room to dry their clothes.

FLEET NEWS

Robert John Cockburn

When offering our congratulations to Mr. Cockburn in the January Newsletter on his obtaining his Master's Certificate we little thought we would have the sad duty of reporting his death in this issue.

Mr. Cockburn, who was Chief Officer of "Baron Garioch", was lost overboard during the early hours of 16th January, 1967, when the ship was on passage towards Kawasaki, Japan. At the time he was lost the ship was encountering very severe weather and he had in fact supervised the repair of some heavy weather damage shortly before his disappearance.

When a thorough search of the ship failed to locate him Captain Milne turned his vessel about and commenced a sea-search and also sent out a general wireless alarm. The search continued for several hours but, owing to the severity of the weather coupled with uncertainty regarding the precise time and place of the accident, Captain Milne was very reluctantly compelled to call off the search.

In his report Captain Milne spoke very highly of Mr. Cockburn, both as a man and as an officer - an opinion which we wholeheartedly endorse. He was an outstanding officer and man of his calibre and ability can ill be spared. Our very sincere sympathy has been conveyed to Mr. Cockburn's parents.

We are very sorry to have to report that Capt. J. Pearson is in the Royal Alexandra Infirmary, Paisley, following two heart attacks. The latest news is that he is improving and we wish him a speedy and complete recovery.

Capt. C.A. Jones, who was previously with Lyle Shipping Co., is presently in command of "Baron Minto" and is taking the ship to Japan.

Mr. J. Gilbert, Bosun, has retired after 26 years in our service and we wish him many years of happiness.

The following Officers are presently ashore studying:-

E. Addison	studying for Master.
A.P. Clements	" " "
E. Evans	" " "
G. Yon	" " First Mate.
J. Grisdale	" " " "
D. Dickson	" " Second Mate.
K. Blyth	" " " "
I. Niblock	" " Second Engineer.

We wish them every success in their examinations.

Since entering service "Baron Inverforth" has been supplied with films and film projector equipment provided by Walport Film Service and as this has proved very popular on that ship it has been decided to extend it to other ships of the fleet. Since reaching this decision "Baron Wemyss" has been so equipped.

"BARON BELHAVEN" Arrived at St. John, N.B. on the 6th April with a cargo of sugar loaded at Mackay and on completion of discharge will be taken over on Time Charter by Ellerman & Bucknall Steamship Co. Ltd. with delivery at St. John. When on Time Charter she will proceed to Montreal, New York, Philadelphia, Newport News, Savannah, Ga. and Panama and thence to Auckland, Napier, Wellington, Lyttelton, Timaru, Dunedin and Bluff.

As this ship has been away from the United Kingdom for about eight months we intend changing the crew at St. John; the crews will be changed by air.

"BARON GARIOCH" Sailed from Liverpool after discharging sugar on the 6th April for Rotterdam where she should arrive on the 9th to load a cargo of pig-iron for Japan. We hope she will sail from Rotterdam about 19th April which would make her due Japan about 29th May. From Japan she will sail to Long Beach to load a cargo of potash for Port Chalmers and Tauranga.

"BARON INVERFORTH" Sails from Marmagoa on the 8th April for Japan, probably Muroran, where she should arrive on or about the 23rd April. She is on Time Charter to Kawasaki Kaisen Kaisha. On completion at Muroran she will be taken on Time Charter by Yamashita Shinnihon for a trip British Columbia or U.S. North Pacific to Japan with grain.

"BARON JEDBURGH" We are presently negotiating the sale of this ship and if sold it is likely she will be handed over at Manchester.

"BARON KINNAIRD" Sailed from Adelaide on the 5th April for Queensland where she will load sugar for discharge at St. John, N.B. She should sail from Queensland about 13th April. On completion of discharge at St. John a phosphate cargo will be loaded at Tampa Range for New Zealand or Australia.

"BARON MACLAY" Left Mourilyan on the 23rd March with sugar for St. John, N.B. where she should arrive about 30th April. After completion she will be taken over on Time Charter by Yamashita Shinnihon for delivery St. John and then move to Dalhousie to load copper concentrates for Japan.

"BARON MINTO" Sailed from Antwerp on 19th March with a cargo of steel reinforcing bars and angles for Japan where we hope she will arrive about 27th April. The indicated discharging ports are Nagoya and/or Osaka and/or Tokyo Bay.

"BARON PENTLAND" Arrived Greenock 2nd April with sugar loaded at Mourilyan. On completion at Greenock the ship will move upriver to load pig-iron at Rothesay Dock and Shieldhall Wharf, Glasgow, for Japan. An interesting situation will exist with this cargo as the Charterers, Ore Chartering Ltd., have appointed us to act on their behalf in Glasgow and we will, of course, also be acting as our own Owners Agents.

This is the first full cargo loaded by a "Baron" ship in Glasgow since January, 1960 when "Baron Cawdor", under the command of the late Capt. John Steven, loaded scrap-iron for discharge at Hirao, Japan. After unloading that cargo "Baron Cawdor" was herself scrapped in Japan.

While "Baron Pentland" was at the tail of the bank skin-divers scraped the underwater sides of the ship.

"BARON WEMYSS" Sailed from Immingham on the 24th March with a cargo of pig-iron for Tokyo where she is expected about 3rd May. After discharging that cargo she will clear for Queensland and there load sugar for St. John, N.B.

As reported above, "Baron Garioch" and "Baron Pentland" recently discharged Queensland sugar cargoes - the former at Liverpool and the latter at Greenock. Something worth mentioning is that after both loading at Mourilyan and sailing from there within a short time of one another - "Baron Garioch" at 6 a.m. on the 17th February and "Baron Pentland" at 10.30 a.m. on the 16th - they were in close proximity for the entire voyage home, arriving at Suva 7.30 p.m. and 7.15 p.m. respectively on the 15th March and passing Gibraltar within hours of each other on the 23rd March.

During recent trans-Atlantic passages "Baron Jedburgh" and "Baron Kinnaird" followed routes prescribed by Seasafe Transport AB., Stockholm. "Baron Jedburgh" left Greenock on the 14th February for Beaumont, Texas, arriving off the Sabine Pass after a twenty-two day crossing following a southerly route and "Baron Kinnaird", taking a northerly course, reached Port Sutton twenty-one days after sailing from Liverpool on the 27th January.

NEWS

It is fairly widely known that for some time we have maintained a Berth Service between Glasgow and Lisbon by utilising a Moss Hutchison vessel but from the beginning of this month, resulting from an agreement with Ellerman and Papayanni Lines, Liverpool, we are continuing to maintain the service with one of their ships in conjunction with one of their associate companies, John Bruce & Co. Ltd., Glasgow.

In the recent past we have acted as Agents in Glasgow for various ships carrying pyrites residues from Huelva to Colvilles Berth at General Terminus Quay, Glasgow, amongst these being the "Santa Barbara", "Basil", "Ypapanti" and "Deerwood". On completion of discharge in Glasgow the "Ypapanti" shifted to Newcastle-on-Tyne where she loaded a cargo of coke for discharge in Lisbon. However, after sailing from the Tyne she had the misfortune of running aground off the East Coast, breaking her back and becoming a total loss. Happily, the entire crew was saved.

The Daily Freight Register dated 28th March, 1967 included the news that "Romeo" (ex "Baron Ogilvy") has been sold by Comercio Compania Naviera S.A., Monrovia, to whom we sold her in 1963, to London-Greek interests for about £209,000.

Recently we received a letter from a gentleman in Rotterdam telling us that he had bought at a Rotterdam scrap market an intact ship's bell inscribed "Baron Tweedmouth" and requesting facts about the ship which, of course, we were pleased to give. It would be interesting to know how the bell found its way to a scrap yard in Rotterdam.

There have been two ships of this name owned by the Company, the first, acquired in 1912, was lost in 1916 and the second, which is remembered by quite a few of us, is still trading and was of course mentioned in the January Newsletter. We understand she was recently in Lisbon where she discharged a cargo loaded in the Tyne area.

A party of twenty-nine members of the Merseyside Branch of the World Ship Society visited "Baron Garioch" at Liverpool on Monday, 3rd April. We were very pleased to welcome them and feel sure they had an interesting and pleasant visit.

PORT NEWS

PAITA In the January Newsletter we mentioned that "Baron Minto" had called at Païta, New Caledonia (situated a few miles NNW of Noumea, 22° 10' S. Latitude, 166° 18' E. Longitude) where she loaded a cargo of nickel ore for discharge in Japan and we have since received reports on this place from Captain Warden. His initial advices are in a letter dated

10th December, 1966, and he says:-

" I have to report that we arrived at the Noumea pilot at 4.00 p.m. on the 8th instant and anchored off the port at 6.20 p.m. to await pratique. Officials boarded at 8.00 a.m. yesterday when pratique was granted and vessel was berthed in the port at 10.00 a.m. to take water before proceeding to Paita. Vessel left the berth at 1.30 p.m. and was safely berthed in the Paita anchorage at 3.07 p.m. without incident.

Loading was commenced with two gangs at 8.30 a.m. today. Progress at present is painfully slow but we expect some improvement later today when more gangs will be employed. The cargo is loaded from lighters using ship's gear with small mechanical grabs and the loading rate depends on the supply of lighters. The port consists of an anchorage in eight fathoms of water, well enough protected from winds from west to east through north but open to the south. The completion date at present is very obscure and loading is likely to take anything from ten to fourteen days depending on the weather. Apparently if the wind force gets too high loading has to be stopped as it is dangerous to work the lighters alongside in such conditions. The lighters each carry about 100 tons and they have very little freeboard when loaded."

In his letter of the 22nd December, 1966, Captain Warden continues:-

" Loading here was completed at 10.00 p.m. last night rather a long performance for an ore cargo. During the first three days of the loading period weather conditions were poor with strong southeasterly winds and this hampered the work considerably. On Sunday the 11th December no cargo was loaded as the sea was too rough to work the lighters alongside and during that afternoon vessel dragged anchor and I had to shift to another anchorage. The weather was good during the remainder of the loading period.

The labour ashore commence loading the lighters at 4.00 a.m. each day and the first lighters arrive alongside about 7.00 a.m. The labour on board commence work immediately the lighters arrive and stop work any time between 9.00 p.m. and midnight (usually about 9.00 p.m.) when the last lighter is empty. The loading rate is approximately 300 tons per gang per day but a little better than this can be expected when vessel is deep in the water, especially towards the end of loading. In our case loading was commenced with two gangs, increased to three on the first day and to four on the third day. The last two days the gangs were reduced to three as two hatches were then completed. The ore is light and appears to contain a large percentage of earth. It is damp but not wet when shipped and there is very little dust when loading. The stowage factor will probably be about 35 cubic feet per ton.

Total cargo loaded by draft survey was 11,204 long tons, 11,383.78 metric tons. At time of writing no Agent, Shipper's Representative or anyone in authority has appeared on board with the cargo documents etc. and I am unable to find out what the arrangements are for this business. When vessel arrived in Noumea I was informed that when loading was completed all the cargo papers etc. would be brought on board for signature and vessel could sail direct from Paita without calling at Noumea. This arrangement appears to have been changed without my knowledge. The only contact I have with the Agents or anyone in authority is through the native foreman in charge of the labour and he cannot speak a word of English. This has been the state of affairs since vessel arrived and I have found the whole business most unsatisfactory. At this anchorage we are completely isolated from civilisation and to get to Noumea necessitates walking about four miles, three miles of this being little more than a path through the jungle, to catch a bus to town. The Agents could have

been a little more helpful under the circumstances but apparently it is the practice with ships loading at Paita that you are left to your own resources. The labour employed was very good and well behaved and gave every assistance during loading. This was the one bright spot in an otherwise depressing operation.

I have ordered a pilot by wireless through Agents for 7.00 a.m. today and if the cargo documents are not on board by that time we will no doubt have to call at Noumea to complete this business.

LATER Agents and Shipper boarded at 6.00 a.m. today with the papers and I have signed Bills of Lading for 11,383.78 metric tons. The Bills have not been endorsed "90% Freight Prepaid". Messrs. Ballande will forward your goodselves copies of all documents in due course."

CAIRNS

The northern Queensland ports are well-known to our Masters and, with the exception of "Baron Inverforth", every ship in the fleet has called at Mackay, Townsville, Mourilyan and Cairns and, after countless trouble-free calls, it came as a shock when "Baron Jedburgh", arriving at Cairns on 20th October, 1966 with a cargo of phosphate loaded at Port Tampa, grounded on a ridge of clay, the presence of which was unknown although it stretched across the entrance channel. The ship was on her appropriate marks on arrival but the situation was complicated by adverse winds cutting the tides by as much as 6" below prediction and the fact that the harbour tug "Tully Falls", a low-powered vessel, was detailed to assist. The strong easterly wind - force 7/8 - meant that the Port Officials experienced some difficulty in boarding but, despite a lop, the Pilot saw and checked the draft and the known shallow part of the Channel was passed without incident. Speed was reduced on approaching No. 8 Wharf to enable the "Tully Falls" to make contact but, because of her low power, this she was unable to do until "Baron Jedburgh", with the strong wind on her beam, slowed and eventually stopped to permit the tug to catch up. At this point our ship appeared to sheer and the helmsman reported that with the wheel to starboard she was going to port. The main engine was put half-ahead to correct the sheer but this and other attempts were of no avail and it was apparent "Baron Jedburgh" was aground. An attempt was made shortly after to refloat her without success but after about 120 tons of cargo was discharged to a lighter the ship's draft and trim were sufficiently adjusted to allow her to slip off the ridge, aided by launches.

This regrettable incident proved costly to us for, although the ship suffered no apparent damage, there was delay and the expense of ordering a powerful tug from Sydney, N.S.W. as an insurance should local refloating attempts prove unsuccessful. The Pilot's report confirmed that

there was less water in the area of grounding than had been anticipated and an examination of the charts revealed a surprising lack of soundings in this area and, resulting from soundings taken at the time of the grounding, the minimum draft was reduced by 2 feet - this reduction remaining until December, 1966 when dredging took place. After "Baron Jedburgh's" call, "Baron Minto" entered Cairns with her echo-sounder switched on and the readings therefrom clearly indicated the existence of a bank. Another factor which complicated the situation was the "Tully Falls'" lack of speed and power as well as her inability to maintain vocal communication with our ship. We understand the "Tully Falls" was to have been replaced by a more powerful tug last January.

We considered that the Cairns Authorities had failed in their duty to provide safe access to the port and accordingly held the Harbour Board responsible but the Harbour Board Acts came to the Board's aid by providing a technicality upon which they declined to accept responsibility. We felt that little good would result from taking the matter to a higher authority and we therefore refrained from doing so.

An on-the-spot enquiry was held by the Queensland Marine Board Inspectors but, although we expected to receive a copy of their Report in January, so far this has not come to hand.

PORT PIRIE

As Gibbs, Bright & Co. closed down their office at this port on 31st March we have asked The Adelaide Steamship Co. Ltd. to act on our behalf.

COVER PHOTOGRAPH

For the cover photograph on this occasion we feel that a contrast to "Baron Inverforth", which appeared on the January cover, would be both acceptable and of general interest and for that reason a step back in time has been taken by featuring one of the sailing vessels - "Ochtertyre" - which helped to consolidate the foundations upon which the Company was built.

"Ochtertyre" was an iron barque of 1299 tons nett built in 1885 by Robert Duncan at Port Glasgow and was one of seven sailing ships owned

by the Company which bore place-names familiar in the West of Scotland - the others being "Drumadoon", a wood barque built in Nova Scotia in 1876, "Machrihanish", an iron-three-master built by Duncan in 1883, "Corryvreckan" (a sister-ship of "Ochertyre" although built of steel) another Duncan barque of 1885, "Ardnamuchan", a steel three-master built by Russell in 1890, and "Ballachulish" and "Colintraive", steel three-masted sister-ships built by Rodger in 1892. Although the pronunciation of these names presents no difficulty to people hailing from this part of the world, the troubles experienced by many not blessed with that good fortune can be imagined and it is understandable that they became known as the 'Hogarth Jawbreakers'.

The "Ochertyre" was the last sailing ship owned by the Company, being sold in 1910 to Norwegian Owners and renamed "Havfruen". She was subsequently lost off the Falkland Islands in October, 1911.

These sailing ships cannot be recalled without mentioning some of the achievements of the "Machrihanish" - described by Basil Lubbock in his book 'The Last of the Windjammers' as 'a beauty and the clipper of Hugh Hogarth's fleet'. Undoubtedly, this ship built up an enviable reputation resulting from several record passages which stand to her credit. One of the most notable of these was when, under the command of Capt. J.A. Sanders, a Nova Scotian, she sailed from Portland, Oregon with a full cargo of tinned salmon and, after crossing Astoria Bar at the mouth of the Columbia River on 6th January, 1892, she arrived off the Fastnet on the 5th April, 1892 - 89 days out although, owing to uncertain winds, she was prevented from entering Queenstown until two days later. Another passage worth recalling was a ballast run from Cape Town to Otago Heads in thirty days, docking in Wellington the following day. A feature of this run was that "Machrihanish" and the New Zealand Shipping Company's s.s. "Paparoa" left Table Bay together and both arrived off the New Zealand coast 26 days out. These and other notable passages were all accomplished whilst Capt. Sanders was in command. In 1908 she was sold to Norwegians and renamed "Avance" and in 1910 she was hulked in New Caledonia.

The "Ballachulish" was also hulked in New Caledonia in 1925 after being Norwegian-owned from 1909. The "Corryvreckan" was lost off Tasmania in 1914, at the time of her loss similarly being under the Norwegian flag. The "Colintraive" had a short life for, after sailing from Newcastle, N.S.W. in March, 1894 for San Francisco with a cargo of coal she was never heard of again. The oldest of these ships, "Drumadoon", was destroyed by fire at Galveston, Texas, on 26th November, 1886.

The sails of the Company's 'wind-powered' ships were made of cotton canvas woven in Yarmouth, Nova Scotia, and the Masters of that time claimed that in light winds this cotton canvas was worth an extra knot an hour.

The cover picture of "Ochtertire" is taken from a photograph of the original oil painting by Montague Dawson which hangs in the Board Room at St. Vincent Street.

THE BALTIC EXCHANGE

Everyone has heard of "The Baltic" but not all of us are familiar with its functions and we are indebted to our colleagues in London for the following account:-

The Baltic Exchange, or to give it its full title "The Baltic Mercantile and Shipping Exchange", is situated in St. Mary Axe, which is in the heart of London's shipping community. It is in effect a world wide market place where shipowners and charterers come daily either to find cargoes for their ships or in the case of charterers to obtain ships to carry their cargoes.

Tramp shipping is an international business and vessels of all nations are constantly looking for employment and similarly merchants all over the world are seeking tonnage to transport their cargoes. It is in this respect that the Baltic provides a service that is unique, as in no other place can either shipowners or merchants obtain such a world wide coverage for their requirements. Without such a meeting place the business of finding the right cargo for the ship and alternatively the right ship for the cargo would be lengthy and probably with no certainty that all possibilities had been explored.

Both owners and charterers who are not situated in London are represented by brokers or agents and with modern communications, information regarding activities on the market can be quickly passed on. From these advices owners and charterers all over the world have a knowledge of the state of the particular market in which they are interested.

As in the case of other types of market, the rates obtainable are governed purely by the law of supply and demand and because of its world wide activities the Baltic is divided into a number of groups each associated with a particular geographical area. Hence there is the Outward market, Mediterranean, Australian, Plate etc., each representing all the commodities shipped from these parts. Consequently if there are a number of ships committed to, for example Australia which will be looking for further employment at a time when there are few cargoes available for shipment, rates of freight will tend to weaken. The reverse will be the case if there are few vessels available when there are a number of cargoes on the market.

To give an example of how the market works, the "Baron Wemyss" was recently homeward bound from Australia with a cargo of bulk sugar and it was known that she would be available for a cargo early in March. The ship's size and position was notified to all the charterers who were likely to have a suitable cargo and voyage estimates were made for all those available. It was eventually decided to work the vessel for a cargo of Pig

Iron from Glasgow to Japan and negotiations were then commenced. After a considerable amount of bargaining, the terms of the charter party were all agreed but there was a gap of about 15 cents between the rate charterers would pay and the rate owners considered the cargo was worth to them. Stalemate was reached and eventually owners turned their attention to another cargo of steel billets from Immingham to Japan. Eventually the vessel was fixed for this cargo at a rate which was estimated to be equal to that which the owners required for the pig iron cargo.

THE FLEET REPLACEMENT PROGRAMME.

In the first edition of the Newsletter we promised to give information about our Newbuilding Programme and feel sure that the following facts and figures will be of interest.

During the autumn of 1964 consideration began to be given to a further newbuilding programme, the previous programme having been completed in 1960 with the commissioning of "Baron Wemyss", and after assessing and weighing-up all the various factors involved the Board decided upon a diesel-powered bulk carrier of about 28,000 tons deadweight - it being felt that, in view of the number of bulk carriers in excess of 30,000 tons deadweight being ordered, a ship of 28,000 tons would be considered a 'handy-sized' tramp in the bulk carrier class in a few years time and this, coupled with the fact that she was to be fitted with cargo gear, would increase her flexibility and render her more attractive to charterers. It was felt that a service speed of 14 knots would best meet our requirements and this speed was chosen.

Having fixed upon the size and type of ship, it was then necessary to decide who was to build her. No foreign shipbuilders were asked to tender but nearly every British yard capable of building a ship of this size was approached and eventually the order was given to Austin & Pickersgill Ltd. who in turn sub-contracted the building of the main engine to George Clark & N.E.M. Ltd.

The ship is, of course, the "Baron Inverforth" and although she has now been trading for well over a year and is known to many of us (and formed the subject of our January Newsletter cover) some information concerning her will not be out of place, particularly as she is the first unit of the Newbuilding Programme and to provide an interesting comparison with the other new tonnage presently building.

Basically, the ship is a standard bulk carrier designed by the Shipbuilders but she does incorporate numerous modifications, alterations and extras to meet our requirements. She is a single-decker with fore-castle but no poop and having navigating bridge, machinery and all accommodation aft. The vessel is of welded construction throughout with a rounded sheerstrake. The eight holds are served by eight hatches with holds 3 and 6 suitable for water ballast and the ship is strengthened for the carriage of ore: when such a commodity is carried holds 1, 4, 5 and 8 are used, leaving 2, 3, 6 and 7 empty. Each hold is served by two 7.5 ton derricks and two 5 ton Donkin electric winches. Belle patent steel hatch covers are fitted to each hatch and the hold ventilators are of the Graham-Anderson patent telescopic type. The mooring winch aft serves the two three ton stores derricks and two Pusnes electric capstans are installed, one on each side of the vessel, amidships. The main dimensions and measurements of the ship are:-

Length O.A.	617'	0"
Length B.P.	580'	0"
Extreme Breadth	82'	2 $\frac{5}{8}$ "
Depth Moulded to Upper Deck	48'	0"
Gross Tonnage	18,318.85	
Total Deadweight	27,850	on a summer draft of 33' 1"
Total Grain Capacity	1,417,350	cu. ft.

The main engine is a Sulzer 6RD76 single-acting 2 stroke turbo-charged diesel developing 9,600 b.h.p. at 119 r.p.m. and the main engine controls, together with all engine-room instrumentation and warning devices, are centralised on a single control panel. Electric power is provided by three 300 Kw Allen turbo-charged diesel engines driving Siemens Schuckert 440V. 60 cycle 3-phase alternators and steam is supplied by a Cochran exhaust gas/oil-fired boiler with a Cochran spheroid automatic oil-fired package boiler as a stand-by. The fresh water generator is of Atlas type, producing 21 tons per day.

When the ship was commissioned she had mechanical ventilation throughout the accommodation but for the greater comfort of the personnel we have now decided to supplement this with a Hall-Thermotank air-conditioning plant which will serve all public rooms and cabins.

The "Baron Inverforth" sailed from Sunderland on her maiden voyage on 23rd December, 1965, having been delivered to us approximately five months behind the contract date.

Not long after this we commenced negotiations with two Norwegian

yards for the construction of three more bulk carriers - two of 18,650 tons deadweight by Haugesund Mekaniske Verksted A/S, Haugesund, for delivery October, 1967 and January, 1969 respectively and one of 19,800 tons deadweight by Marinens Hovedverft, Horten, for delivery at the beginning of 1968. These orders were not put to tender and in our January Newsletter we mentioned that our reasons for going to Norwegian yards and our choice of this type and size would be given. The Builders' standard designs and specifications appealed to us and fixed prices were quoted, together with quite attractive credit terms not available to British Owners placing orders in Great Britain. During visits to the two yards early in the negotiations favourable impressions were formed of the standards of efficiency and cleanliness and the keenness of all working in the yards. It was apparent that Norwegian Shipbuilders are most progressive in their outlook and standards of workmanship appeared to be first-class. Marinens Hovedverft is, of course, the Norwegian Naval Dockyard. Another aspect which attracted us to Norway was that labour trouble is virtually unknown, employer/union contracts are honoured and delivery dates are almost invariably met or improved upon.

With regard to the type and size, in view of "Baron Inverforth's" deadweight it may appear inconsistent to have chosen standard ships of the size offered by the two Norwegian Yards but this is not the case. These three ships are intended for a different type of trading to that in which "Baron Inverforth" is currently employed as we hope to operate them extensively carrying phosphate and lumber and for these particular trades their size meets most Charterers needs.

The Lyle Shipping Company have also placed orders with these two Norwegian Yards - two at Horten and one at Haugesund - and while each Company has acted quite independently financially, there has been a considerable degree of collaboration between Lyle and ourselves on technical matters in view of the similar basic designs of the two Companies' new ships. Recently, the Lyle Shipping Company have ordered yet another 20,000 ton deadweight bulk carrier from the Horten Yard and we understand that no British yard which tendered could match the specification at the price quoted.

With the carriage of packaged lumber in view, it was decided to install cranes instead of derricks in our ships. The Horten vessel will have five cranes serving six holds and, incidentally, one of these compartments will be smaller than the others and suitable for water

ballast. These electro-hydraulic cranes will be manufactured by A/S Hydraulik of Brattvaag, Northern Norway. A low pressure hydraulic system is employed in the crane motors and it is confidently anticipated that these cranes will be efficient and reliable in world-wide trading conditions and widely varying temperatures. Each crane will be mounted on a column about 19' tall to enable high deck-loads to be carried.

The service speed of the new ships will be about 15 knots on a consumption of about 28 tons fuel oil per day. This is, of course, one knot faster than "Baron Inverforth" but for the sake of machinery standardisation we decided upon a Sulzer 6RD76 diesel engine, similar to that installed in the larger ship, for each of the Norwegian-built vessels and this will give them the extra speed. An interesting point is that a bulbous bow will be fitted to each but the two Yards have developed their own bow designs. Tank tests have proved that this type of bow contributes considerably to an improvement in performance - particularly in ballast condition.

Below are some details from which comparisons between the Haugesund and Horten ships can be drawn:-

Yard Nos. 31 and 34 Building at Haugesund.

Length O.A.	532'	0"
Length B.P.	500'	0"
Breadth Moulded	71'	0"
Depth Moulded to Main Deck about	42'	4"
Summer Deadweight about	19,950	tons
Loaded Summer Draft about	31'	9"
Grain Capacity of Cargo Holds about	859,946	cu. ft.

The reason for the greater deadweight is that the vessels' scantlings have been increased to permit each ship to be assigned a slightly reduced freeboard under the 1930 Load-Line Convention.

Each vessel will be single-crew and have a single deck with forecastle, poop and a cruiser stern and will have self-trimming characteristics. Navigating bridge, accommodation and machinery will be situated aft and as part of each vessel's mooring arrangements two hydraulic capstans will be installed. The six hatch sizes are as follows:-

No. 1	43' 7" x 38' 10"
Nos. 2, 3, 4, 5 and 6	44' 7" x 38' 10"

and holds 1, 3, 4 and 6 will be capable of carrying heavy cargo during which 2 and 5 will remain empty. The steel hatch covers, which are hydraulically operated, have been designed by the Builders and each hold will be equipped with a CO₂ fire-extinguishing system which will also be fitted in the engine-room.

We have already mentioned that deck cranes will be fitted on all the vessels and the Haugesund ships will carry six 8-ton electro-hydraulic cranes which will have a working radius of 67.5 feet at an elevation of 10° from the horizontal and a jib length of 70'. Hoisting speeds will be 147 feet per minute with an 8-ton load and 295 feet per minute with 4 tons. They will have a slewing speed of 1.5 r.p.m. and be fitted with an anti-pendulum device.

Each ship will be able to carry a total of about 7,350 tons water ballast in fore and aft peak tanks, double bottom and longitudinal and transverse saddle tanks under the upper deck and it will be possible to carry grain in bulk without shifting-boards.

These ships will carry about 1,100 tons heavy oil and 130 tons diesel oil to meet bunker requirements.

Electric current will be provided by three 450 KVA generators and both vessels will be equipped with a combined oil-fired and exhaust gas boiler, fresh water generator and a sewage disposal unit. The accommodation will be fully air-conditioned and the most up-to-date range of navigational aids and radio equipment will be installed.

It is anticipated that No. 31 will be launched towards the end of next month.

Yard No. 161 Building at Horten

Length O.A.	528'	0"
Length B.P.	495'	0"
Breadth Moulded	75'	0"
Depth Moulded to Main Deck about	42'	11"
Summer Deadweight about	21,600	tons
Loaded Summer Draft about	31'	10 ³ / ₄ "
Grain Capacity of Cargo Holds about	938,853	cu. ft.

As in the case of the Haugesund ships, this one will be single screw and single deck with forecastle and poop, cruiser stern and self-trimming characteristics. The navigating bridge, accommodation and

machinery will be aft. There will be six cargo holds with the following hatch sizes:-

Nos. 1, 2, 4, 5 and 6	44' 7" x 42' 0"
No. 3	28' 10" x 42' 0"

When heavy cargoes are carried holds 1, 3, 4 and 6 will be used, leaving 2 and 5 empty.

The cranes to be fitted to this ship will be similar in all respects to those being fitted on Nos. 31 and 34.

Water ballast, totalling about 10,335 tons, will be carried in the fore and aft peak tanks, double bottom, No. 3 hold and in the longitudinal tanks under the upper deck. As with the other ships, No. 161 will be able to carry grain without shifting-boards and, in addition, she will comply with the St. Lawrence Seaway Regulations.

Instead of capstans on the main deck this ship will have two self-tensioning hydraulic mooring winches.

Bunker fuel capacities will be about 1,260 tons heavy oil and about 160 tons diesel oil.

In common with the Haugesund ships, electric current will be supplied by three 450 KVA generators and the ship will be equipped with a combined oil-fired and exhaust gas boiler, fresh water generator and sewage disposal unit, as well as having full air-conditioning in the accommodation, CO₂ fire-extinguishing equipment in each hold and the engine-room and a complete range of up-to-date navigational aids and radio equipment.

Each of these new vessels will be fitted with three Westwood hydraulically-powered grabs of about 4 tons capacity.

We propose giving further news of these ships as building progresses.

Final Report of the Court of Inquiry
into certain matters concerning the
Shipping Industry

Chairman : The Right Honourable Lord Pearson, C.B.E.

Presented to Parliament February, 1967

SUMMARY OF PRINCIPAL RECOMMENDATIONS

Part 1: Industrial Relations Questions.

(1) The most urgent need in the field of industrial relations is for companies to plan, develop and implement effective personnel policies. They must have latitude to do so and must not be restricted by, or rely on, the rigid centralised arrangements of the past. They need to explore ways in which they can retain seamen in their employment by offering a worthwhile and satisfying career and improved terms and conditions of employment. It is equally important that they should, with the co-operation of the Unions and the Officers' Associations, examine how their ships could be more efficiently manned and crews deployed more effectively. We have indicated a number of directions in which companies' personnel policies might be developed. These include:-

- (a) a re-examination of the grounds for the distinctions made between officers and ratings;
- (b) continued improvement of welfare arrangements;
- (c) an examination of the problems of wastage and labour turnover and of how seamen could be afforded a growing stake in continued employment with the same company;
- (d) the payment of consolidated wages;
- (e) experiments, with the agreement of the Unions, with more flexible methods of working on ships, ranging from interchangeability to full general purpose working;
- (f) improved training arrangements for both officers and ratings with a view to increasing efficiency thus helping to help break down the traditional demarcations between departments, and to provide ratings with greater opportunities to develop their skills and abilities and to become officers;
- (g) the development of communications on board ships and between ship and shore.

(2) The appropriate Government Departments should urgently examine the industry's claim that it should be able to look to the Government for assistance in meeting part of its training costs, particularly perhaps for the maintenance of seamen on training courses.

(3) The industry should carefully consider the advantages which the establishment of a statutory Training Board could provide.

(4) The Board of Trade, together with the industry, should urgently consider how the number of accidents to seamen can be reduced and what additional safety measures need to be taken.

(5) A further step in the appeals procedure of the Merchant Navy Establishment Scheme should be established.

(6) The scheme of liason representatives should be extended throughout the merchant navy as rapidly as possible without endangering the benefits which it has demonstrated it can provide.

(7) We have considered the proposals of the parties for changes in the negotiating machinery of the National Maritime Board. While sympathising with their intentions, we have concluded that the industry is not yet ready to take decisions on what changes might be made. For some time to come companies must be given scope to develop and apply their own personnel policies and must not be inhibited from doing so by the existing, or any new, rigid centralised arrangements. Only when effective policies have been implemented and tested will the industry be able to judge what changes might need to be made in the negotiating machinery.

(8) A further step in the negotiating procedure of the National Maritime Board should be introduced to provide for an independent chairman or arbitration when negotiations approach deadlock.

Part II: The Merchant Shipping Acts.

(1) General

In the revision of the relevant parts of the Merchant Shipping Acts -

- (a) there should be a newly-drafted Act, not merely amendments of the existing provisions;
- (b) there should be extensive jettison of obsolete provisions and unnecessary detail;
- (c) the new Act should be designed to deal broadly with matters of principle and permanent policy, and to foster and not to inhibit future developments;
- (d) the new Act should confer powers for the details and administrative requirements to be worked out, and changed from time to time as may be necessary, by Regulations and Orders of the Board of Trade;
- (e) many matters should be left to be dealt with by contractual arrangements and industrial negotiations;
- (f) there should be less use of the criminal law and more use of the law of contract; and
- (g) where criminal sanctions are still required, they should be imposed in most cases on the employers rather than the master.

(2) Manning

- (a) The requirement that ships must carry proper complements of certificated officers should be continued and extended, but the system should be made more flexible generally and in particular the list of categories of certificates should be open to change in response to projected new developments in training curricula and officers' functions.
- (b) The courts' powers in relation to certificates of competency should be continued with some amendments.
- (c) Manning requirements in respect of ratings should be made more flexible. The existing Notice No. M.489, which is too rigid, needs to be amended.
- (d) Changes in manning while the ship is abroad should be notified in accordance with Regulations, and there should be power for the Board of Trade or consular officers to give directions; but, subject to compliance with any such directions

that may be given, the master's discretion should remain.

(3) Engagement of Seamen and Articles of Agreement

- (a) Provision should be made in the new Act for the possibility that eventually there might be evolved a new system, by which companies would employ seamen under general contracts, so that articles of agreement would not be required.
- (a) Articles of agreement should make it clear:-
 - (i) that the master is contracting in his capacity as representative of the employers (unless he is himself the employer); and
 - (ii) that the master in that capacity is entering, not into one contract with all the members of the crew jointly, but into many contracts, each of which is a separate contract made by the master with one seaman individually.
- (c) The new Act should not prescribe the contents of articles of agreement, but the requirement that articles of agreement must be approved by the Board of Trade should be retained, in order to ensure Governmental control of the terms of the contracts of employment.
- (d) There might conveniently be standard clauses negotiated within the industry and prescribed by Regulations of the Board of Trade, but there should be a sufficient variety of standard clauses to accommodate the varying needs of this highly diverse industry.
- (e) There must still be a residue of special clauses for the particular voyage or engagement, including the engagement clause and break clause (in any) regulating the length of the engagement; and the articles of agreement would have to be approved ad hoc in the particular case - presumably by the superintendent attending to inspect the articles of agreement and verify the manning of the ship.
- (f) It would often be advantageous for articles of agreement to be of long duration and provide for a series of voyages and transfer from ship to ship, so long as adequate break clauses were inserted.
- (g) The requirements that each seaman must sign-on in the presence of the superintendent and have the articles of agreement explained to him by the superintendent should be abolished.
- (h) The form of articles of agreement should be drastically simplified and 'streamlined' and made more intelligible to the seamen by:-
 - (i) the removal of extraneous encrustations except those which are necessitated by international conventions;
 - (ii) the insertion of suitable standard clauses; and
 - (iii) incorporating by reference provisions contained in the current Year Book of the National Maritime Board.
- (i) The seaman should be entitled to have supplied to him, if he asks for it, a copy of those parts of the articles of agreement which constitute his contract of employment. He could show this to an official of his Union or Association and to other seamen, if he wished to have any point explained to him.

(4) Termination of the employment and 'discharge'.

- (a) The termination of the employment should be distinguished from:-
 - (i) the formality of 'discharge' by signing-off in the articles of agreement and
 - (ii) the 'discharge' in the sense of a mutual release from any outstanding claims.
- (b) The practice of signing-off in the articles of agreement should be retained as a convenient formality, whereby the termination of the employment is effected and signified, but it should be possible for special reasons (e.g. to facilitate leave arrangements) to expedite or postpone the signing-off.
- (c) The practice whereby the signing-off in the articles of association includes a mutual release from any outstanding claims should be abolished.
- (d) In general the ordinary law of contract should apply to the termination of the employment, but some special provisions are called for by the nature of sea-going employment.
- (e) A seaman who, through being absent without leave, misses the sailing of the ship should be liable to his employers for breach of contract according to the ordinary law with certain special provisions, and this contractual liability would in most cases be a sufficient remedy.
- (f) It should be necessary for the superintendent to be present at the signing-off, if he is needed to hear some appeal or settle some dispute, but not otherwise.
- (g) The system of continuous discharge books recording a seaman's service should be retained. There should cease to be entered in these books any conduct reports by the master. On the other hand there should be entered any adverse disciplinary decision under the Merchant Navy Establishment Scheme.
- (h) In most cases the employers should not be allowed to terminate a seaman's contract abroad, until they have provided funds for his repatriation.
- (i) The effects and arrears of wages of a seaman, whose employment has been terminated abroad, should be dealt with as simply and expeditiously as possible on a basis of ordinary civil rights and duties with a minimum of Governmental intervention.

(5) Discipline and offences.

- (a) A special disciplinary regime is required by the special conditions of seafaring life, and it should continue to be in the form of a summary shipboard jurisdiction.
- (b) Subject to the next two recommendations, the shipboard jurisdiction should continue to be vested in the master.
- (c) There should be additional-safe guards for the protection of the seaman as follows:-
 - (i) A seaman should be entitled to have a friend present at the hearing, not to act as an advocate (unless invited by the master to do so), but to see that the proper procedure is carried out;

- (ii) The seaman should have a right of appeal to the superintendent at the port of discharge.
- (d) The statutory provisions should not exclude the possibility of an eventual change of system, whereby the shipboard jurisdiction would be exercised by a ship's committee, and the statutory provisions should allow experiments to be made in the meantime with ship's committees exercising the jurisdiction.
- (e) There is a risk of overlapping liabilities, and every endeavour should be made to avoid duplication or multiplication of remedies for one offence.
- (f) There should be a new offence of 'neglect of duty'.
- (g) Desertion should continue to be a criminal offence, but should be punishable by a fine and not by imprisonment, Civil liability for the breach of contract involved in desertion should remain, but the automatic forfeiture of wages and effects should be abolished. The definition of desertion should be revised.
- (h) Disobedience to a lawful command should involve liability to be fined by the master, but should not be a criminal offence cognisable in a court on shore unless there was some 'aggravating feature' such as danger to the ship or to life or limb or persistence in disobedience or a combination to disobey orders.
- (i) The existing provisions making it an offence (i) to persuade or attempt to persuade a seaman to refuse to join his ship or (ii) to harbour or secrete a deserter should be repealed or at any rate drastically amended so as not to come into conflict with the right to strike.
- (j) The right to strike in the United Kingdom should itself be safeguarded, subject to a provision for safety requirements.

(6) British Seamen's Cards

The card should be withdrawn from a seaman if a decision has been taken under the disciplinary system by the Merchant Navy Establishment Scheme to exclude him from the Scheme.

(7) Wages and Allotments.

- (a) The new Act should authorise payment of wages and allotments by cheque or credit transfer or otherwise into a bank account; and it is desirable that payment should be so made (subject to the seaman having a right to cash payment up to a specified figure); and endeavours should be made to negotiate with the Banks and the Post Office suitable arrangements for this purpose.
- (b) The employers should have an obligation to deliver to the seaman on account of his wages, but owing to practical difficulties which arise in some cases there should not be an absolute obligation to deliver a 'full and true' account and there should be a provision for adjustment of any errors in the account.
- (c) There should be a penalty for delay in payment of wages, and for this purpose a high rate of interest would be sufficient.

(8) Provisions

The general principle should be that the employers provide food for the seamen, but there may have to be exceptions in

special cases.

(9) Deceased Seamen

The Board of Trade should continue to be responsible for the disposal of a deceased seaman's property, and should have the necessary special powers for facilitating the disposal.

We are indebted to 'The Shipbroker' of March, 1964 for the following few words of advice to Engineers which may or may not be of value:-

HOW TO MAK START THE TURBEEN

(Resemblance to English is Coincidental
and these instructions are only Hearsay!)

De firs ting is for commence hoil pump. When press-sur hits Ho-K, den commence de turbeen. Hopen de trottel walve pretty slow, so de steam whet has turn to water come out de lille hole on bottom..

When de water hain't no more, plug de lille hole by shut de walve, dan hopen de trottel some more when de tur-been has start for turn ower (not whole mechine, just de rotor), den shut de trottle walve. Hif you hain't done it by now, get some wacuum.

Now's de time for look for see hif you hear someting; when you look good, she is Ho-K for make go more fast.

Look de hoil.

Look de water.

Look de steam.

Look hefryting and if she Ho-K, took him to de top speed.

Now hif she hain't blow up, she is Ho-K for put de load. Try first de hexiter to see hif she work. Put you han' hon de wire, de hodder han' on de turbeen. Hif you harm his feel like you foots asleep, she Ho-K. Now hefrything his good for load, so shut svitch han let her go. She go??? Oo-reeka!!!

Hall de time de hengineer mus walk around tur-been han look for trubble. Hif you no fine, dats good. But look hanaway so's boss ting you good hengineer. One more ting; run like anyting hif she's blow up!

Unkown.

PERSONNEL.

"BARON BELHAVEN"

MASTER	G. DOWNIE
CHIEF OFFICER	I. ROLLO
2nd OFFICER	B. ROGERS
3rd OFFICER	J. MAIR
RADIO OFFICER	A.N. MITCHELL
CADET	R. DUNCAN
BOSUN	D. BEATON
CHIEF STEWARD	J. BLAIR
COOK	D. McCALLUM
CHIEF ENGINEER	J. ATKINSON
2nd ENGINEER	G. REAY
3rd ENGINEER	C.H. McKINNON
4th ENGINEER	C. SNEDDON
JUNIOR ENGINEER	A. McINTYRE
JUNIOR ENGINEER	D. SMITH
JUNIOR ENGINEER	F. WARD
ELECTRICIAN	R. MOFFAT.

"BARON GARIOCH"

MASTER	A.L. MILNE
CHIEF OFFICER	R.H. LOGAN
2nd OFFICER	M. HEAPE
3rd OFFICER	R. TAYLOR
RADIO OFFICER	J. OGILBY
CADET	B. CALAM
BOSUN	A. YUSUF
CHIEF STEWARD	E.J. SMITH
COOK	S. SHOWERS
CHIEF ENGINEER	R. BAILES
2nd ENGINEER	T. TREGILGAS
3rd ENGINEER	A. McWALTER
4th ENGINEER	J. McKINLAY
JUNIOR ENGINEER	J. KELLY
JUNIOR ENGINEER	B.E. CARTER
ELECTRICIAN	E.J. PRESTON

"BARON INVERFORTH"

MASTER	J.R.L. CAIN
CHIEF OFFICER	S.C. GORDON
2nd OFFICER	H. MacDONALD
3rd OFFICER	T.R. COWELL
RADIO OFFICER	J.J. McKENNA
CADET	N.G. CLARKE
CADET	A.J. RILEY
CADET	J.N. MacDONALD
CADET	M.W. SMITH
CHIEF STEWARD	E. VAHER
CHIEF ENGINEER	J. CURRIE
2nd ENGINEER	C. McCRAE
3rd ENGINEER	H. MacPHAIL
4th ENGINEER	G. MacLEOD
ELECTRICIAN	P.J. CONDRON

"BARON KINNAIRD"

MASTER	T.B. McLEOD
CHIEF OFFICER	W.M. ROSS
2nd OFFICER	G. SYMON
3rd OFFICER	H. McBAY
RADIO OFFICER	B.S. COLE
CADET	C.F. GREEN
CADET	A.T. KEMP
BOSUN	W. SMITH
CHIEF STEWARD	T. EVANS
COOK	W. FEENEY
CHIEF ENGINEER	A.G. METCALF
2nd ENGINEER	G. STEVENSON
3rd ENGINEER	R. DOWNIE
4th ENGINEER	D. MADGE
JUNIOR ENGINEER	J. O'HARA
JUNIOR ENGINEER	F. HILTON
JUNIOR ENGINEER	J. REID
ELECTRICIAN	J. COYNE

"BARON MACLAY"

MASTER	I. MACKAY
CHIEF OFFICER	G. LINDSAY
2nd OFFICER	W.E. GREATOREX
3rd OFFICER	C.C. LANGLANDS
RADIO OFFICER	F.P. McMAHON
CADET	P.F. ANSELL
BOSUN	F. SKEETE
CHIEF STEWARD	J.J. KAVANAGH
COOK	T.M. HUNTER
CHIEF ENGINEER	J.A. GRAY
2nd ENGINEER	G.J. CARTER
3rd ENGINEER	H. CLIFFORD
4th ENGINEER	J. O'SULLIVAN
JUNIOR ENGINEER	J.D. RICE
JUNIOR ENGINEER	J.G. WATSON
ELECTRICIAN	R. DUNCAN

"BARON MINTO"

MASTER	C.A. JONES
CHIEF OFFICER	A. MacAULAY
2nd OFFICER	J. BARCLAY
3rd OFFICER	P. HIRST
RADIO OFFICER	M. ANDERSON
CADET	J. WOOD
BOSUN	F. GRADY
CHIEF STEWARD	W. BAGE
COOK	J. EDDLESTON
CHIEF ENGINEER	R. POVEY
2nd ENGINEER	H. OSTERMANN
3rd ENGINEER	H. CAMERON
4th ENGINEER	H. HUTCHISON
JUNIOR ENGINEER	F. AUSTIN
JUNIOR ENGINEER	D. MacDONALD
JUNIOR ENGINEER	N. MacFADYEN
ELECTRICIAN	A. KILPATRICK

PERSONNEL

"BARON WEMYSS"

MASTER	D. INNES
CHIEF OFFICER	T.O. LANGFORD
2nd OFFICER	M. ROCHE
3rd OFFICER	K. LOGAN
RADIO OFFICER	I. CHARLTON
CADET	C. ARMSTRONG
BOSUN	A. UNGI.
CHIEF STEWARD	J. THOMAS
COOK	R. ASH
CHIEF ENGINEER	A. ALEXANDER
2nd ENGINEER	R. BAXTER
3rd ENGINEER	D. ROSS
4th ENGINEER	G. MacILWEE
EXTRA 4th ENGINEER	W. HOUSTON
JUNIOR ENGINEER	J. CAMPBELL
JUNIOR ENGINEER	H. MacDONALD
ELECTRICIAN	A. FANNING

ON LEAVE

CAPTAIN	J.D. MINARDS
CAPTAIN	P. TURNBULL
CAPTAIN	W. WARDEN
CHIEF OFFICER	J. HUNTER
CHIEF OFFICER	G.S. HUNTER
CHIEF OFFICER	J. TATTERSALL
2nd OFFICER	D.J. DERRY
3rd OFFICER	W.D. MIDDLETON
CADET	D. BETTS
CADET	G.S. COPLEY
CADET	A. KINGHORN
CADET	A. LANGFAR
CHIEF STEWARD	I. MacDONALD
COOK	W. WALSHAW
CHIEF ENGINEER	J. BRADLEY
CHIEF ENGINEER	W. BRODIE
CHIEF ENGINEER	J. CURRIE
CHIEF ENGINEER	T. McGHEE
CHIEF ENGINEER	J. McGONICLE
2nd ENGINEER	W. LAPSLEY
2nd ENGINEER	T. SMITH
3rd ENGINEER	R. NEILSON
3rd ENGINEER	K. WALLACE
ELECTRICIAN	I. FERGUSON

STUDYING

2nd OFFICER	E. ADDISON
2nd OFFICER	A.P. CLEMENTS
3rd OFFICER	J.M. COLLINS
3rd OFFICER	D.J. DICKSON
3rd OFFICER	J. GRISDALE
3rd OFFICER	J.S. STEPHENS
3rd OFFICER	G. YON
2nd ENGINEER	T. CAMPBELL
3rd ENGINEER	I. NIBLOCK
4th ENGINEER	K. SHAH

SICK

CAPTAIN	J. PEARSON
---------	------------

"BARON JEDBURGH"

The sale negotiations referred to on Page 5 have not yet been concluded and it is therefore possible that the ship will carry out another voyage under our ownership.

"BARON PENTLAND"

This ship has not yet signed-on a crew for her next voyage.