

TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "CAPE LEEVWIN"

No. 16 SUMMER/AUTUMN 1972

EDITORIAL

Since our last edition was issued Mr. N.K. Bowers has joined the Board of Scottish Ship Management Limited and has commenced his duties as Technical Director. This appointment has created changes in the office organisation and details of these will appear shortly. Mr. Bowers has previously served in senior posts with G.E.C., Power Engineering and the B.P. Tanker Company.

Latest indications of delivery show "Baron Wemyss" due to enter service at the end of October this year and "Cape Grenville" in February, 1973. The "Cape Grenville" is fitted with two Werkspoor TM 410 four-stroke medium-speed engines of 6,000 h.p. each.

We are pleased to report that during the last few weeks there has been some improvement in the freight market, but it is too early to predict whether this is short-term or the start of a more long-term return to normal trading.

The "Baron Renfrew" has sustained a major disaster through gear-box failure and lies immobilised in Brisbane. Repairs will take the remainder of the year and it need hardly be added that this catastrophe could not have occurred at a worse time.

The Government decision not to reintroduce investment grants for United Kingdom shipping was expected, although considerable pressure had been exerted by both shipbuilders' and shipowners' organisations.

The ships of the fleet have been beset with strikes affecting operations during the period under review. Firstly, the protracted strike of Australian oil workers was followed by a strike in United Kingdom ports and we are now threatened with trouble in ports in British Columbia. We ask our seagoing readers to reflect on these major upsets and the rescheduling which such events cause and which entails considerable repositioning of ships and disruption of our plans. Ironically, even the strike of Japanese seamen began to effect our ships just prior to it being settled.

Seaforth Maritime Limited has confirmed orders for four oil-rig supply vessels with Cochranes of Selby (part of the Drypool Group). The first two vessels are due in June, 1973 and the other two should be delivered in September and October, 1973 respectively. In addition, in the face of considerable opposition, a complex of buildings on a key site on the Victoria Dock quayside at Aberdeen has been acquired for possession in February, 1973. Rank Hovis & McDougall, the previous owners, have agreed to prior entry in respect of certain office space which should mean that Seaforth will establish a presence there on 1st October of this year. On that date Mr. Neil Smith, who has been involved in the preliminary negotiations and planning, will leave Scottish Ship Management and join Seaforth Maritime in Aberdeen.

Apologies to readers, and to the "Cape Leeuwin", for the misprint in that ship's name in the caption on the cover - due to a printer's error.

OFFICE NEWS

Mr. and Mrs. W. Nicholson had the honour of being presented to Her Majesty The Queen and H.R.H. The Prince Philip, Duke of Edinburgh, on the occasion of the re-opening, after reconstruction, of Lloyd's Register of Shipping building in London on the afternoon of Tuesday, 13th June. Her Majesty unveiled a Plaque in the building to commemorate the occasion, after which presentations were made of the Chairmen of the various National Committees of Lloyds Register throughout the world and their wives. Mr. Nicholson is Chairman of the Scottish Committee.

An article on the Lloyd's building in London will be found on Pages 10 and 11 of this edition.

At a Presentation held in the Office on Friday, 26th May, 1972 Captain D.M. Taylor was given a cheque from the Office Staff on the occasion of his retirement. (See Page 8 of TRIAD No. 15, Spring 1972). We understand that the cheque is being put towards the cost of a garage Captain Taylor is having built at his home.

We are sorry having to report that Mr. A. McKenzie, Assistant Engineer Superintendent, was seriously injured in a car accident in Sweden recently. We are very pleased to be able to advise, however, that he is now making good progress towards recovery and is now at home.

Mr. J.A. Lazarus, Assistant Engineer Superintendent, also suffered a serious injury recently, although in different circumstances. Whilst on holiday, he was very badly cut by a plate-glass door when he rushed forward to prevent his child from falling over a balcony. It is pleasing to be able to report that he, too, has made a good recovery and is now back at the Office.

Our congratulations to Mr. and Mrs. Neil Smith on the birth of their son on Sunday, 13th August, 1972.

Congratulations also to :

Mr. Andrew Gillies, Costing Department, on his engagement - announced on the 15th July, to Miss H. Scouller.

Mr. A. Lumsden, Technical Department, on his marriage to Miss C. Sutherland on 31st July, 1972.

Miss E.M.K. Simpson on the announcement, on 1st July, of her engagement to Mr. H. Inglis, who formerly lived at Barkingside, Essex, and is now resident in Boquhan, Stirlingshire. (See also Page 15 of this edition).

The following have come to the Organisation recently :

Mr. J. Gray joined the Personnel Department on 29th May, 1972.

Miss E.M. Watson joined H. Hogarth & Sons Ltd. on 5th June as a Secretary/Typist.

Mr. A.G. McCormick, who is in the Accounts Department, came to us on 18th July, 1972.

Miss E. Munro joined Lyle Gibson on 28th August, 1972 as a Secretary/Typist.

Mr. John N. McLean, C.A. started with Hogarth Shipping Co. Ltd. on 4th September.

Mr. Ian McLeish, who joined Lyle Shipping Co. Ltd. some years ago and subsequently became a founder-member of Scottish Ship Management Ltd., left not very long ago to join the Police Force. We were sorry to learn that recently, whilst on foot-patrol, he was attacked by one or more assailants and as a result suffered a broken jaw and concussion. However, we are glad to be able to report that he is making good progress towards recovery and he has every intention of continuing his police career!

When the Derby was run on 7th June, 1972 an Office sweepstake was held and the winners were : 1st - Kenneth Lyall; 2nd - Andrew Nicholson; 3rd - Mrs. R. Gilchrist; and 4th - Sandy Gray.

OFFICE NEWS (con'd.)

The Office Golf Outing was held at Cardross on the 18th May, 1972 under reasonable weather conditions - cloudy, cool and dry. The winner was Mr. W. McEvilly, who was presented with the Cup and a gift-token donated by Mr. Hugh Hogarth with which to buy a golf club or some other piece of golfing equipment. The runner-up was Captain R.D. Love who was presented with a half-box of golf balls and third was Mr. R. Gardiner, who received two golf balls. The Visitors Prize - a pair of golfing gloves - went to Mr. F.J. McKerron.

PERSONNEL NEWS

Our congratulations to :

Captain B.W. Lawson on his taking up his first command - m.v. "Cape St. Vincent".

Mr. A.G. Maxwell on his promotion to Chief Officer.

Mr. A.J. Riley on his promotion to Second Officer.

Messrs. I.C.S. Andrews, D. Morrison and C.A. Richardson on their promotion to Second Engineer.

Mr. P.J. Hopley on his promotion to Third Engineer.

Mr. B. McGarry on his promotion to Fourth Engineer.

Mr. E. McLaughlin on his promotion to Catering Officer.

Mr. I.M. Taylor on his gaining his Master's Certificate.

Mr. Martin J. Cairney, Radio Officer, on being awarded a prize by the Department of Trade and Industry for gaining the highest marks during the past year on the Radar Maintenance Course run by the Glasgow College of Nautical Studies.

Mr. R. Cathcart on his wedding on 30th September, 1972.

A letter dated 10th September, 1972, written on board "Cape Grafton" at Fiji, has been received from Mr. and Mrs. William Mitchell in which they ask that their sincere thanks be expressed in the pages of TRIAD to all the crew of that ship paid-off at Portland, Victoria for their contributions towards a wedding present. Mr. and Mrs. Mitchell have requested that their appreciation be mentioned here as they were made aware of the generous gesture only after the crew members concerned had left the ship.

A new type of chart ruler will be put on board each vessel of the fleet at a convenient time. It is called the NAVECO Marine Plotter.

The ruler comprises a clear, laminated straight edge 12" x 2" with a rotating compass rose centred at the middle of the lower edge. It is understood that this type of chart ruler is in common use with yachtsmen. One advantage is that the movement of rulers across the chart whilst the vessel is in difficult sea conditions is eliminated.

Captain T.B. McLeod. We were shocked and saddened to learn of the sudden death on 9th August, 1972 at Kotka, Finland, of Captain Thomas Bremner McLeod at the early age of 45 years. Captain McLeod was known and liked by many of TRIAD's readers, having served his entire seagoing career with H. Hogarth & Sons Ltd. and Scottish Ship Management Ltd. before leaving in October, 1970 to become a North Sea Pilot.

He joined H. Hogarth & Sons as a Deck Apprentice on 24th March, 1944, his first ship being s.s. "Baron Yarborough", and thereafter he progressed through the various stages until, on 29th February, 1960, he was promoted Master, his first command being s.s. "Baron Inchcape" (III). Altogether, he commanded seven 'Barons' before leaving to take up his pilotage appointment and served a total of 26 years, 7 months with Hogarth and S.S.M. We offer our deep sympathy to Mrs. McLeod and their son.

Captain L.G. Robb. We were also very sorry to hear of the death, on the 27th June, 1972 in hospital at Bridge of Earn, Perthshire, of Captain Leslie Gordon Robb after he had suffered two strokes. He was 69 years of age.

Captain Robb gave many years of loyal and devoted service to H. Hogarth & Sons Ltd., in earlier years as a Chief Officer and, for a long period of time up to his retirement, as Master - having commanded many ships of the Hogarth fleet. Captain Robb retired prior to the formation of Scottish Ship Management Limited and settled in Perth. Mrs. Robb passed away not very long ago.

We are saddened that yet another of our older friends has now gone, and take this opportunity of extending our sympathy to Captain Robb's relatives.

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Seastaff 11. It has been arranged that Seastaff 11 will be held in the Office from Monday 9th until Friday 13th October. The following are expected to participate : Captain G. Towers, Chief Officer D. Morris, Second Officer J. Wood, Third Officer B. Ellis, Radio Officer M.J. Cairney, Catering Officer J. Swanson, Chief Engineer M.J. Martin, Electrician R.M.A. Walmsley, Captain P.B. Hall and 3rd Engr. A. Gartside.

FLEET NEWS (as at 29th September, 1972)

"TEMPLE ARCH" - After leaving Antwerp on the 17th September, is due at Burnside about 4th October and will load there, and at Port Sulphur, a cargo of sulphur for New Zealand, indicated discharging ports being Auckland, Tauranga and Napier.

Meantime, she is not fixed beyond her last New Zealand discharging port.

"BARON ARDROSSAN" - Having completed discharge of a concentrates cargo at Kokkola, the ship moved to Antwerp, where she arrived on 26th September, for drydocking and repairs. From Antwerp she will cross to Tampa Range to load phosphate for Japan.

"TEMPLE BAR" - After changing her crew and replenishing bunkers at Singapore on 19th September, this ship called at Christmas Island for a cargo of phosphate for Brisbane and Port Kembla, sailing from her loading port on 23rd September and being due at Brisbane on the 4th October. On completion at Port Kembla, she will sail north to Queensland to load sugar for Vancouver.

"BARON BELHAVEN" - is due at Port Alfred on 29th September with bauxite loaded at Chaguaramus. On completion at Port Alfred she will return to Smalkalden and Chaguaramus for further bauxite.

"BARON CAWDOR" - sailed from Shark Bay, Western Australia, on the 21st September with a cargo of gypsum for Singapore and Lumut, being due at the former port on the 27th September. From Lumut she will proceed to Bunbury to load ilmenite for Immingham.

"CAPE CLEAR" - After completing discharge of a Christmas Island phosphate cargo at Geelong (the second discharging port, the first being Portland, Victoria) the ship sailed from Geelong on the 23rd September for Fiji, where she is due on or about the 29th September, to load bulk sugar for Auckland, New Zealand. Business beyond Auckland has not yet been arranged.

"BARON DUNMORE" - arrived at Manila on the 31st July with grain loaded at Seattle and hopes to sail from the Phillipines at the end of September. From Manila she will sail for Bintan, Malaysia, to load bauxite for Port Alfred. She will proceed via Cape Town and St. Vincent, C.V.I. She continues on Time Charter.

"BARON FORBES" - expects to arrive at Antwerp on the 27th September to discharge char loaded at Melbourne and then moves on to Kokkola to discharge a parcel of concentrates. She has not yet been fixed beyond Kokkola.

"CAPE FRANKLIN" - left Middlesbrough on the 24th September for Narvik to load a further iron ore cargo for Middlesbrough.

"CAPE GRAFTON" - arrived at Auckland on the 24th September with Fiji sugar and expects to sail from the discharging port on the 29th September. From there she will sail for Esperance to load nickel concentrates for Niihama and Vancouver, B.C. Business has still to be arranged beyond Vancouver.

"CAPE GRAFTON" - MAKING HISTORY FOR WESTERN AUSTRALIA

In June the "CAPE GRAFTON" created history when she loaded the one hundredth consignment of Nickel Concentrates out of Western Australia.

During its young life, the "CAPE GRAFTON" has been to Esperance Port, on the south coast of Western Australia, twice to load Nickel for Western Mining Corporation.

Western Mining mines and concentrates Nickel Ore at Kambalda, a picturesque town of five thousand people on the fringe of the Australian Nullabor Desert and two hundred miles north of the Esperance Port. Since 1967, when the first load was road-transported, railed and then shipped, over 500,000 tons has been consigned to overseas markets.

Nickel Concentrates is the result of first-stage processing of Nickel Ore and contains about thirteen percent Nickel. This product is the base for smelters and refineries which upgrade the material. Refined metal is eagerly sought throughout the free world and Western Mining now supplies about seven percent of this market after only six years since Ore was first discovered at Kambalda.

It was fitting that a new ship should be associated with a new and valuable mining industry for Western Australia and Western Mining alike. So, the significance of one hundred loads was celebrated on board "CAPE GRAFTON" by about thirty people who represented Scottish Ship Management Ltd., Western Mining Corporation, Esperance Port Authority, road haulage contractors and those associated with port usage and administration.

Not only was the occasion a happy one, but it was surrounded by decor of finesse and a sky full of sunshine which highlighted the "CAPE GRAFTON's" new paint as she lay at the edge of Esperance Bay - a bay of a thousand islands which seem gaily to ride the waves and stretch to the other side of the horizon.



Left to right: Captain D. Sinclair, Master of "CAPE GRAFTON", Mr. John Gratwick, Manager/Secretary of Esperance Port Authority, Mr. Jack Manners, Assistant Resident Manager Administration Western Mining Corporation, Kambalda Nickel Operations, and Mr. W. White, Chief Engineer of "CAPE GRAFTON".

Electronic Calculation of Leave Earned.

Following up our previous article we have now reached the stage of Programming and the programmers solution is listed below. This is a list of steps which the machine must follow for each record. The programmer would, of course, require to write these in a Program Language for interpretation by the machine, but for our purpose in this example we have used language which we hope will be understood by the reader.

To refresh your memory the following were the rules which the programmer was given:

- a) Information for each person would be on a punched card containing -
 - Name and Number of Employee.
 - Date of Starting at Location.
 - Date of Leaving Location.
 - Code to show whether location is Leave Earning (Y = yes)
 - Leave Factor to be applied (i.e. 152 days p.a. etc.)
- b) Program is to check validity of dates.
- c) Date of leaving to be equal to or greater than date of starting.
- d) If Leave earning code is 'Y', leave factor must be greater than \emptyset .

For those readers who wish to try a desk run through the calculations and compare their processing speed with that of the machine it will be of interest to know that our machine will process this job at approximately 100 records per minute, and it is only 'this slow' because we do not have a fast printer.

Step 1. If no cards in card reader, go to Step 69.

" 2. Read from card - 'START DATE', 'END DATE', 'LOCATION CODE', 'LEAVE FACTOR', 'NAME' AND 'NUMBER'.

" 3. If 'LOCATION CODE' not equal to 'Y', go to Step 1.

" 4. If 'LEAVE FACTOR' less than '1', go to Step 67.

" 5. Move 'START DATE' to 'DATE'.

" 6. Zeroise and add '1' to 'TIMES'.

" 7. Move 'DATE' into elements 'DAY', 'MONTH' AND 'YEAR'.

" 8. Divide 'YEAR' by 4 to give 'LEAP YEARS' AND 'REMAINDER'.

" 9. If 'DAY' is less than '1' go to Step 65.

" 10. If 'MONTH' is less than '1' go to Step 65.

" 11. 'YEAR' minus '1' equals 'FULL YEARS'.

" 12. 'FULL YEARS' multiplied by 365 equals 'DAY NO.'.

" 13. If 'REMAINDER' equals \emptyset and 'MONTH' is less than '3', subtract '1' from 'LEAP YEARS'.

" 14. ADD 'LEAP YEARS' to 'DAY NO.'.

" 15. If 'MONTH' equal to '1' and 'DAY' greater than 31, go to Step 65.

" 16. If 'MONTH' equal to '1' go to Step 52.

" 17. If 'MONTH' equal to '2', 'REMAINDER' equal to \emptyset and 'DAY' greater than '29', go to Step 65.

" 18. If 'MONTH' equal to '2', 'REMAINDER' not equal to \emptyset and day greater than '28', go to Step 65.

" 19. ADD '31' TO 'DAY NO.'.

" 20. If 'MONTH' equal to '2' go to Step 52.

" 21. If 'MONTH' equal to '3' and 'DAY' greater than '31' go to Step 65.

" 22. If 'REMAINDER' equal to \emptyset , add '29' to 'DAY NO.'.

Step 23. If 'REMAINDER' not equal to '0', add '28' to 'DAY NO.'

" 24. If 'MONTH' equal to '3', go to Step 52.

" 25. If 'MONTH' equal to '4' and 'DAY' greater than '30', go to Step 65.

" 26. Add '31' to 'DAY NO.'

" 27. If 'MONTH' equal to '4', go to Step 52.

" 28. If 'MONTH' equal to '5' and 'DAY' greater than '31', go to Step 65.

" 29. Add '30' to 'DAY NO.'

" 30. If 'MONTH' equal to '5', go to Step 52.

" 31. If 'MONTH' equal to '6' and 'DAY' greater than '30', go to Step 65.

" 32. Add '31' to 'DAY NO.'

" 33. If 'MONTH' equal to '6', go to Step 52.

" 34. If 'MONTH' equal to '7' and 'DAY' greater than '31', go to Step 65.

" 35. Add '30' to 'DAY NO.'

" 36. If 'MONTH' equal to '7', go to Step 52.

" 37. If 'MONTH' equal to '8' and 'DAY' greater than '31', go to Step 65.

" 38. Add '31' to 'DAY NO.'

" 39. If 'MONTH' equal to '8', go to Step 52.

" 40. If 'MONTH' equal to '9' and 'DAY' greater than '30', go to Step 65.

" 41. Add '31' to 'DAY NO.'

" 42. If 'MONTH' equal to '9', go to Step 52.

" 43. If 'MONTH' equal to '10' and 'DAY' greater than '31', go to Step 65.

" 44. Add '30' to 'DAY NO.'

" 45. If 'MONTH' equal to '10', go to Step 52.

" 46. If 'MONTH' equal to '11' and 'DAY' greater than '30', go to Step 65.

" 47. Add '31' to 'DAY NO.'

" 48. If 'MONTH' equal to '11', go to Step 52.

" 49. If 'MONTH' equal to '12' and 'DAY' greater than '31' go to Step 65.

" 50. Add '30' to 'DAY NO.'

" 51. If 'MONTH' greater than '12', go to Step 65.

" 52. Add 'DAY' to 'DAY NO.'

" 53. If 'TIMES' equal to '2' go to Step 58.

" 54. Move 'DAY NO.' to 'START DAY'.

" 55. Move 'END DATE' to 'DATE'.

" 56. Add '1' to 'TIMES'.

" 57. Go to Step 7.

" 58. 'DAY NO.' minus 'START DAY' equals 'PERIOD'.

" 59. Add '1' to 'PERIOD'.

" 60. If 'PERIOD' is less than '1' go to Step 65.

" 61. 'PERIOD' multiplied by 'LEAVE FACTOR' equals 'WORK'.

" 62. 'WORK' divided by '365' equals 'LEAVE EARNED'.

" 63. Print 'NAME', 'NUMBER', 'PERIOD' and 'LEAVE EARNED'.

" 64. Go to Step 1.

" 65. Print 'ERROR IN DATES'.

Step 66. Go to Step 1.

" 67. Print 'LEAVE FACTOR ERROR'.

" 68. Go to Step 1.

" 69. Print 'END OF JOB'.

" 70. End.

The stout-hearted who have read this far may now like to try a practical example through the instructions using the following source information.

Name of Employee	- ALEC TRONIC.
Number of Employee	- 54321.
Date of starting at location	- 26/10/1971.
Date of leaving location	- 04/12/1972.
Location Code	- 'Y'.
Leave Factor	- 92.

The Editor will be glad to receive solutions showing the values of 'PERIOD', 'LEAVE EARNED' and, to prove that you did it the hard way, state how many program steps were involved in arriving at the solution.

No prizes are offered but a correct solution will get your name published in TRIAD.



The lengths some folk will go to to avoid a parking meter!

In fact, the car slithered off a road and, but for the drain-pipe, would have fallen to the bottom of a 1000-foot ravine near Santa Barbara, California.

The two men in the car got out safely - and with great care!



By the 50's, therefore, the Society's Lodge had often presented a complex of four distinct buildings, all with separate common areas and different floor levels. The number of staff working in them exceeded six hundred and was rising. In 1958, to respond to increasing interest in the existing building complex, E.H. and G.B. - with Attendants!

Historical Background The first 'headquarters' of Lloyd's Register of Shipping stood at the corner of Lombard Street and Abchurch Lane in the City of London. It was the celebrated coffee house of Edward Lloyd which, in the eighteenth century, had become a regular meeting place for merchants, sea captains and others with an interest in shipping. It was there, in 1760, that a group of marine underwriters and brokers formed themselves into a committee for the purpose of producing a register of ships as a guide in the assessment of marine risks. The first register appeared in 1764 (the only existing copy is in the British Museum) and each ship listed was given a class or rating to indicate her condition.

The first seventy years of the Register's life were not straightforward. Classification was seen to be performing a valuable function, but by the end of the century shipowners had become critical of the underwriters' rather arbitrary system of assigning class and so, in 1799, they established their own register. For over thirty years the two registers co-existed in intense rivalry until, in 1834, the threat of bankruptcy forced them to unite. A joint Society was formed - Lloyd's Register of British and Foreign Shipping - whose direction was placed in the hands of a voluntary committee of underwriters, shipowners and merchants. The assignment of class to individual ships was made unequivocally the responsibility of this committee, guided by surveyors' reports, and surveyors themselves became paid employees.

With classification on a firm basis, Lloyd's Register began to expand. As sail gave way to steam and wood to iron, the Society increased its staff to include men able to survey the newest ships and of formulating 'rules' or standards by which they could be assessed. This process has continued up to the present, the staff now including experts in such fields as plastics, refrigeration, control engineering and computer mathematics. This expertise extends to inspection services ashore - a department organising the survey of plant and equipment for the oil and petro-chemical industries, nuclear, thermal and hydro-electric power projects, and general engineering undertakings as well as the inspection of containers in accordance with the Society's own certification scheme.

Geographical expansion began in 1852 when a surveyor was sent to Canada and within twenty years surveyors were operating in four of the five continents. Full-time surveyors are now stationed in fifty countries and part-time surveyors in twenty more.

In some respect the Society has changed very little since 1834. It is still governed by a General Committee comprising underwriters and shipowners, although this has now been extended to include shipbuilders and engine-builders, as well as the chairmen of the seventeen similarly composed national committees overseas: it is still free from governmental influence and it still distributes no commercial profits. Income is derived from fees charged for its services and is devoted to the maintenance and improvement of its operations throughout the world.

Headquarters. From 1834 until the turn of the century the operations of Lloyd's Register were directed from premises at 2, White Lion Court, which were leased from the Merchant Taylors' Company. By the end of the century these had become too small and a new headquarters was therefore erected on a freehold site at 71, Fenchurch Street and in 1901 the staff of one hundred moved in.

Part of the third and fourth floors of this building were added in 1909. Numbers 68 and 70 Fenchurch Street, built in 1913, were acquired by the Society in 1939 and occupied after the Second World War. A third adjacent building, Haddon House, was constructed in 1927 but not bought by Lloyd's Register until twenty years later. Finally, Coronation House, dating from 1902 and located behind 71 Fenchurch Street in Lloyds Avenue, was acquired in 1960.

By the 60's, therefore, the Society's London Head Office consisted of a complex of four distinct buildings, all with separate communications systems and different floor levels. These buildings were, in some respects, outdated and the number of staff working in them exceeded six hundred and was rising. After considerable thought it was decided, in 1968, to reconstruct internally the existing building complex.

This work began in March, 1969 and the chief aim of the operation was to create one working unit out of the three major buildings - 71 Fenchurch Street, Haddon House and Coronation House - and the work was carried out while the buildings continued to be occupied. To achieve this, a central core was constructed in the space between the buildings, thus providing a link which contains two passenger lifts, a document hoist and a staircase. The whole operation, involving over 200,000 square feet of accommodation; (an increase of 45,000 square feet of available space), was completed within three years, the excellent co-operation between the Society's maintenance staff and the Contractors resulting in the schedule being met, and in some instances, improved upon. The result has been a complete transformation of working conditions at Lloyd's Headquarters.

One condition of the rebuilding was the retention of the entrance hall, staircase, landing and General Committee Room ^{of} 71 Fenchurch Street under a Preservation Order imposed by the Greater London Council at the request of the Fine Arts Commission. This building was designed by Thomas E. Collcutt, whose designs were outstanding for their detail and decorative work. He made full-scale drawings of almost every fitting in the building and considerable use was made of rare marbles, bronze and ivory throughout the interior.

The latest alterations have resulted in a happy blending of the new with the old.

We are indebted to the Publicity Department of Lloyd's for the above information and for their permission to print it in TRIAD.

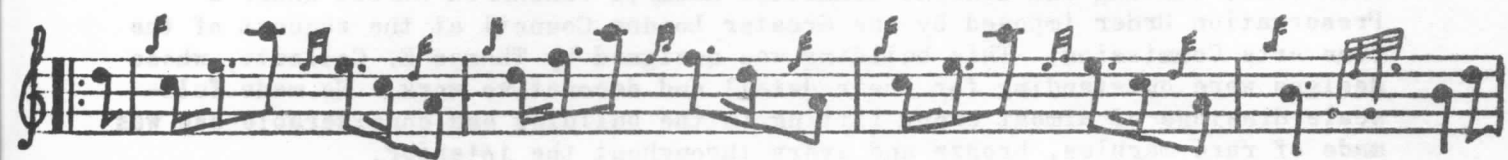
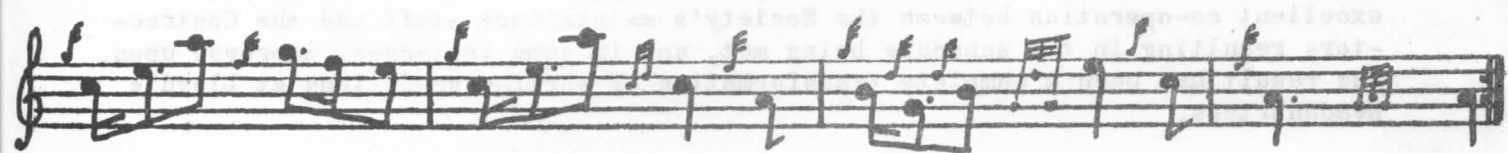
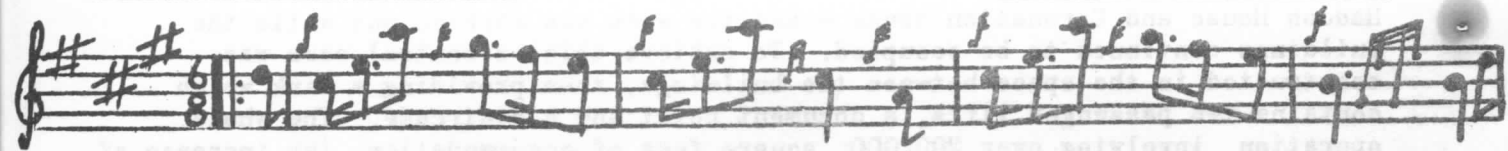


The plaque which was unveiled by Her Majesty The Queen on 13th June, 1972 commemorating the formal re-opening of the complex.

With Her Majesty is Mr. A.C. Grover, Chairman of Lloyd's Register of Shipping.

ANNAN RIDING OF THE MARCHES

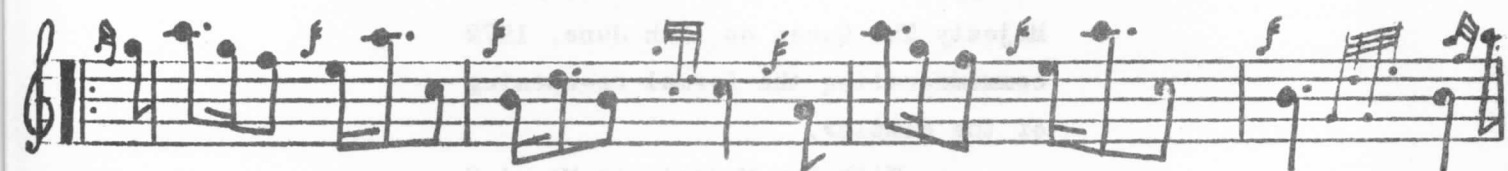
A March for the Bagpipes



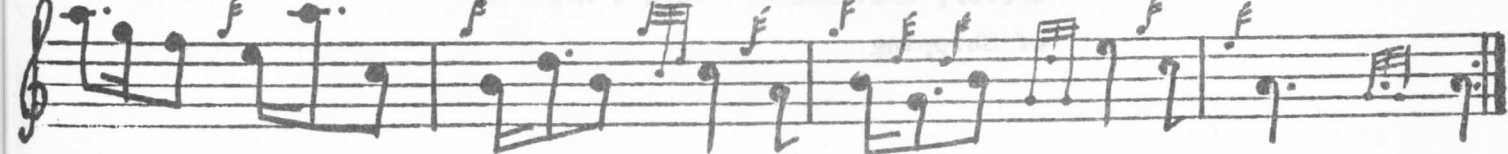
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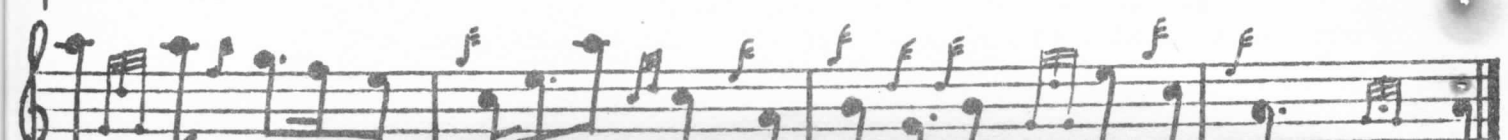
2ND. TIME.



1ST. TIME.



2ND. TIME.



The following account involving "Cape Wrath" which occurred recently in the Pacific has been sent to us by 'G.T.'. Whilst acknowledging that a certain licence may have been exercised in the telling of these events, 'G.T.' stresses that they really did take place and that not all that much licence has been used.

THE IMPORTANCE OF THE DECIMAL POINT

Whilst proceeding from Japan to Nauru, which in itself is an adventure, we were required by the Commander, U.S. Navy, Guam, to proceed to the rescue of a Japanese vessel of 47,568 tons displacement.

As seafarers, our main concern was the saving of life but at the suggestion of the Commander, U.S. Navy in Guam that a tow-line be rigged, our minds on board did turn to salvage. The "Azuma Maru No. 8" (the Japanese vessel apparently in distress) was not listed in our copy of Lloyd's List so we came to several conclusions, all quite sensible and based on scientific logic. These were: as the "Azuma Maru No. 8" was not listed, it must be a new ship, the Chief Engineer was of the opinion that it was a new turbine ship whose boilers had failed, leaving her with insufficient power to start the diesel generators. For myself, I knew that the 47,568 tons displacement was actually 47,568 tons nett and that she was loaded with 100,000 tons of something; just exactly what the cargo could be we had no idea and to guess was felt to be sheer speculation and this we wanted to avoid for it tends to distort the facts.

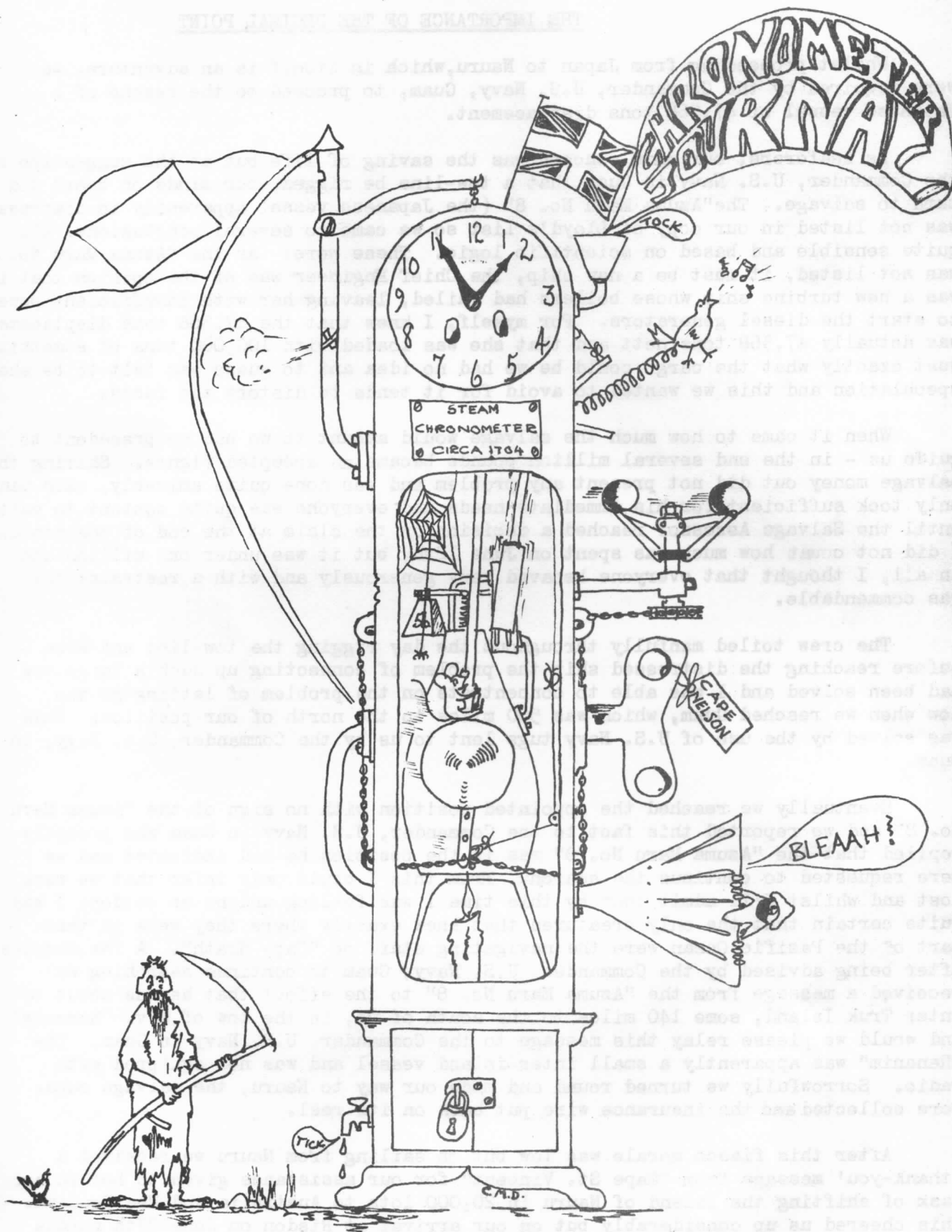
When it came to how much the salvage would amount to we had no precedent to guide us - in the end several million pounds became an accepted figure. Sharing the salvage money out did not present any problem and was done quite amicably, each man only took sufficient for his immediate needs and everyone was quite content to wait until the Salvage Assessor reached a decision on the claim at the end of the month. I did not count how much was spent on June 12th, but it was under one million and, in all, I thought that everyone behaved very generously and with a restraint that was commendable.

The crew toiled manfully throughout the day rigging the tow-line and even before reaching the distressed ship the problem of connecting up such a large tow had been solved and I was able to concentrate on the problem of letting-go the tow when we reached Guam, which was 500 miles to the north of our position. This was solved by the use of U.S. Navy tugs lent to us by the Commander, U.S. Navy, in Guam.

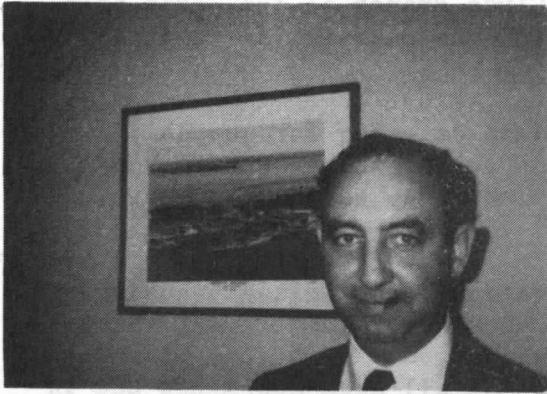
Eventually we reached the appointed position with no sign of the "Azuma Maru No. 8" and we reported this fact to the Commander, U.S. Navy in Guam who promptly replied that the "Azuma Maru No. 8" was in the position he had indicated and we were requested to continue the search. From this I could only infer that we were lost and whilst I'll admit that by this time I was feeling undone or outdone I was quite certain that the only creatures that knew exactly where they were in that part of the Pacific Ocean were the navigating staff on "Cape Wrath". A few minutes after being advised by the Commander, U.S. Navy, Guam to continue searching we received a message from the "Azuma Maru No. 8" to the effect that he was about to enter Truk Island, some 140 miles to the south of us, in the tow of m.v. "Rananim" and would we please relay this message to the Commander, U.S. Navy in Guam. The "Rananim" was apparently a small inter-island vessel and was not equipped with radio. Sorrowfully we turned round and made our way to Nauru, the salvage subs. were collected and the insurance wire put back on its reel.

After this fiasco morale was low but on sailing from Nauru we received a 'thank-you' message from "Cape St. Vincent" for our assistance given to her in her task of shifting the Island of Nauru in 20,000 lots to Australia and New Zealand. This cheered us up considerably but on our arrival at Risdon on June 27th morale was only a shade higher than the arrival bunkers Fl1 D21.

Since hearing that the "Rananim" was towing the "Azuma Maru No. 8" into the lagoon at Truk it had ever been in my mind that there was a chance that we may be asked to salvage the pair of them; as no such request was made I can only assume that the narrow entrance was negotiated quite safely. To satisfy myself, I looked up the "Azuma Maru No. 8" in the Hobart Agent's copy of Lloyd's and was not surprised to find that she is all of 475 POINT 68 tons gross and 171 feet long!



Drawn by Chief Officer Calum McDonald



Jack McLennan joined Scottish Ship Management in May, 1969 and served as Chief Engineer on "BARON DUNMORE" and "CAPE CLEAR" before coming into the Office as an Assistant Superintendent Engineer in June, 1970.

Jack first went to sea in 1949 with The New Zealand Shipping Company and obtained his 2nd Class Motor Certificate in 1951 and after service on the Australian Coast and with Shell Tankers passed 1st Class Combined Steam and Motor Certificate in 1956. Thereafter, he served as Chief Engineer with P. Henderson & Company. Between 1963 and 1968 he was with Taikoo Dockyard, Hong Kong, as New Construction and Repair Supervisor and Guarantee Engineer for Burrard Drydocks, Vancouver, on Canadian Government vessels.

Jack's hobbies; at one time he was a keen racing cyclist but now finds pleasure in more leisurely hill-walking and fishing. He is married, has two sons, and lives in Stirling.

Miss Elizabeth M.K. Simpson

After working for some time in Stirling Elizabeth joined H. Hogarth & Sons Ltd. in June, 1965 as a Shorthand Typist and in May, 1968 became a founder-member of Scottish Ship Management. She is now Secretary to Mr. W.M. Scott, Operations Director, and Mr. N. Bowers, Technical Director, and is also responsible for making travel arrangements for the seagoing and office personnel. She is often envious of those exciting-sounding places they travel to but Elizabeth admits that she's done not badly. Her main hobby, although expensive and hard-saved-for, for the past five years has been a fortnight summer cruise! The company she sailed with must be nameless but perhaps seagoing readers have seen those white-hulled liners during their travels! Two years ago she met her future husband in the 'Casbah'! and plans to be married some time next year. This of course means no more cruises, but her ambition remains to sail round the world!

Elizabeth has a small car which she enjoys driving when it runs smoothly but, if anything goes wrong, she is typically feminine - helpless! She lives in Boquhan, Stirlingshire.

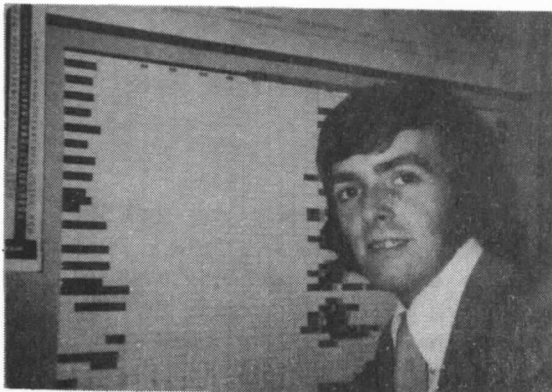


Mr. William Picken

Billy Picken joined H. Hogarth & Sons Ltd. on July 5th, 1965 as an Office Boy and after serving for two years in that capacity moved to the Marine Accounts Department, where he assisted Mr. W. Taylor.

On the formation of S.S.M., of which he is a founder-member, he joined the Operations Department, where he now manages the Ore Carriers and assists Mr. Hamilton and Mr. Fulton.

Billy is unmarried and lives in Kilsyth, Stirlingshire. His hobbies include fishing, both playing and watching football and, when not at Ibrox, can readily be seen suffering, along with the rest of the S.S.M. contingent, at Firhill!



Mr. M.A. Mackay, Secretary of the Firth of Clyde Branch of the World Ship Society, has kindly sent some facts and figures about the Society for inclusion in TRIAD:

"The World Ship Society, a private organisation catering for people interested in ships and shipping and who love to go down to the sea in ships, was founded in 1946 and now has well over 3,500 members recruited from many nations in more than 40 different countries throughout the world.

The activities and aims of the Society are various and include arousing and stimulating interest in ships throughout the world whether by the liners, tankers, freighters, tugs, container ships, dredgers or even windjammers of the past decade; and bringing together all people interested in ships of all ages and types and in their histories, technical data, modelling, marine research, marine archaeology, naval history and the collection of photographs and other illustrations and ship plans.

Members are put in touch with one another so that information and research data can be exchanged. The Society possesses a Central Record of shipping information which is a most important source of reliable shipping information relating to all known ships, naval and mercantile, built since 1815. The Record includes histories of shipbuilding and shipowning companies and their vessels and, indeed, is a unique source of reliable and accurate information regarding ships, ship-owners and shipbuilders to which research workers refer from all over the world. Sections of this Record include warships, mercantile ships, trawlers, etc. Queries can be dealt with 'on the spot' in many parts of the world from the Society's ever-widening sources of information.

For a very reasonable annual subscription members of the Society can take part in all the various nautical activities and each month receive a copy of the Society's glossy magazine 'Marine News'. This provides members with the most comprehensive news service available in any single magazine and includes naval events, warship constructions and sales, merchant ship orders, launches, sales and transfers, the principle casualties and ships sold for demolition. In addition, the magazine includes articles on a wide range of subjects, many of them fully illustrated, but especially the histories of ships and shipping companies. The fleet histories of over seventy shipping companies have so far been published, many of them in the form of a special supplement of which, thanks to the generosity of the shipping companies concerned, members have received a copy.

Details of membership of the Society, together with a free copy of the magazine 'Marine News', may be obtained from the Public Relations Officer, 35 Wickham Way, Haywards Heath, Sussex, England".

On a local plane, the Firth of Clyde Branch of the Society was formed seven years ago, being started by a member of the Society who, for business reasons, transferred from Manchester to Greenock. The members meet once a month in what used to be the James Watt Nautical College, Greenock, well-known in the past for producing navigators, marine engineers and wireless operators.

We quote here a letter received from "CAPE NELSON" dated Murmansk 26th June, 1972.

Murmansk - For the Holidaymaker

"We arrived at Murmansk on the 21st June, at this time of year you get 24 hours sunshine per day. The day we arrived the temperature was 93 degrees fahrenheit and I was informed that on the three previous days the temperature had reached 95 degrees. The weather during our three days stay, although not so hot, was very pleasant. Some things are very inexpensive, such as a free guided tour round the city, prominent places being pointed out, especially if they bear any relation to the intervention (Revolution). Transistor radios (by reliable sources the best in the world) can be bought for £12.50, fur coats can be bought at the duty-free shop at very low prices, and watches are very cheap and good value for the money, but for the gourmet things are not so rosy - caviar costs £5.25 for about two dessert teaspoonfuls!"

Mr. W. S. Mitchell, "TEMPLE BAR's" Catering Officer, has been good enough to send the following articles on Whaling and the Sperm Whale for inclusion in TRIAD. We are grateful to him and also to Cheynes Beach Whaling Co. (1963) Pty. Ltd., Frenchman Bay, Albany, Western Australia, for their permission to reprint it.

THE WHALING INDUSTRY - ALBANY, W.A.

The production of oil from whales is one of Albany's earliest industries, for it was in the middle and late 1800's that American whaling fleets operating out of the famous whaling towns of New Bedford and Bridgeport, Massachusetts, U.S.A. were catching whales in the Southern Ocean near Albany and delivering blubber and other parts to Cheynes Beach where it was boiled down, placed in barrels and exported from Albany. Mr. Cheynes, a famous pioneer of this district, was concerned in the project. In 1911 a Norwegian company known as the Spermacetti Company, erected and operated a station at Frenchman Bay, near Albany, but this was closed down in 1913.

The next venture was in 1947/48 when a group of Perth business men equipped with an Air Force air-sea rescue launch called the "Wadgimup" operated to a limited extent but this venture, because of its limitation in equipment, failed. In 1949 a group of Albany men, mainly fishermen, formulated the idea of whaling and erecting a shore station at Cheyne Beach but this site, because of its lack of roads, power and water, was exchanged in preference for the present site near Frenchman Bay. It was not easy to create a whaling station in those days with the great shortage of material, etc., and much credit must go to the builders who created it from old material, such as old mines, and more particularly the unused wheat distillation plant from Collie. A great deal of hard work and inventive ingenuity went into its creation and this with a limited issue capital and a licence to take only fifty Humpback whales makes it really surprising that the Company was ever started.

Now, after twelve years of operation and many hardships and difficulties, the Company is firmly established and is a valuable industry to the country. The postwar whaling industry in Australia was based on the Humpback whale which, through over-exploitation, has now been depleted almost to the point of extinction. This Company's success has been due to the exploitation of Sperm whales, a species not everywhere accessible to shore-based stations.

Let us briefly examine the whole species of this tremendous mammal - the whale. Since there is an abundance of food in the sea, it is understandable that some of the efficient, highly adaptable warm-blooded mammals evolved on land should go back to the sea. Within fifty million years, no time at all geologically speaking, one of the four kinds of mammals that has returned to the sea has developed into the largest of all animal forms - the whale. But unfortunately in the last one hundred and fifty years it has met trouble in the form of an equally warm-blooded but more efficient mammal - man. They might not be so vulnerable to man's deprivations if they did not, like man, reproduce so slowly.

All whales are well adapted to the sea. They bear and suckle their young in it. The whale is wonderfully streamlined; its neck bones are shortened to merge the head with the trunk; its forelegs have become stabilising fins and its hind legs have completely disappeared and the rear third of the body is an 'engine' of muscles. This enables the large tail flukes to execute a semi-rotating, sculling motion which generates, according to some scientists, as much as 520 horsepower, with a speed of twenty knots! Whales grow to such a size because the water supports their weight against the pull of gravity. Great size means greater volume and more room for muscles to develop to generate swimming power to overcome the water's frictional drag. The mighty leviathan, the large whales, have always held an awe and fascination for man, and have suffered the most. Not all whales are big and of the hundred-odd species, almost half are dolphins and porpoises. The order is divided into two groups - Baleen whales (Mystaccoceti) and Toothed whales (Odontoceti).

The difference between these two species are far more fundamental than mere outward appearance would suggest. The Humpback whale belongs to the Baleen Group (Mystaccoceti, on being translated from Greek, means 'the moustached sea monster'). Other whales in the group are the Blue whale, Right whale, Minke whale, Fin whale and Bryde whale. In these whales, teeth have been replaced by hundreds of horny

plates, through which the Baleen whales filter swarms of small, shrimp-like crustacea (krill) from the water. The Sperm whale belongs to the Odontoceti group, the toothed whales. In the Sperm whale twenty to twenty-four pairs of simple, conical teeth are firmly set in the narrow lower jaw and a few rudimentary teeth may sometimes protrude slightly through the mouth. The Sperm whale is a hunter, using its pointed teeth to grasp oceanic squid which form its basic diet.

The Sperm whale on the other hand is not obliged to travel to the Antarctic for its sustenance. Although a minority of the male Sperm whales visit Antarctic waters during the summer months, this species generally prefers warmer waters. Sperm whales are typically oceanic, rarely coming onto the Continental Shelf (inside the hundred fathom line). These features of its distribution have afforded the Sperm whale a better measure of protection from modern whaling.

The Humpback is monogamous (having one mate) so that, as far as we know, the sex ratio amongst adults should be approaching 1:1 for the reproduction rate to be maintained. Characteristic of all Baleen whales, the female Humpback is slightly larger than the male, but the difference is not sufficient to enable one sex to be hunted to the exclusion of the other.

On the other hand Sperm whales, like other toothed whales, are polygamous, so that any time there is an excess of mature males. As in all toothed whales, the male sperm whales grow to a much larger size than the female. These two facts are important to the safe development of sperm whaling. With access to a feeding ground of this species and catching being confined to the excess bulls, the breeding rate may be maintained unaffected by commercial operations.

Finally, the two types of whales differ in their oils, which will not even mix together. Humpback oil, as for all baleen whale oil, is an edible oil - much of it being used in the manufacture of margarine. As such, it must compete on the market with vegetable and fish oils and if one of these edible oils is over-produced, the price of baleen oil is depressed. Sperm oil, however, is more of a liquid wax than an oil and is not edible. It has become essential to a number of industries and its price is not affected by fluctuations in the supply and demand of edible oils.

Scientists are continually developing new uses for sperm oil as a good lubricant for engines because the viscosity changes very little in wide ranges of temperature. It does not dry like linseed or turn rancid like cotton seed oil and can be processed in a number of different ways for different uses. It has high film strength and can loosen a rusted nut on a bolt in seconds. Jewellers use it to lubricate watches. Sperm oil is also used to impart a rich, glossy sheen to cosmetics such as facial creams and gives a softness and flexibility to leather.

In textiles sperm oil lubricates the fibres to prevent unravelling as they are twisted into threads and is used for detergents, wetting agents, fibre softeners, hand soaps, rust-proofing compounds and scores of other products linked with the ever-growing chemical industry.

The countries of the world which at present conduct whaling operations in the Antarctic are using large factory ships and numerous catchers, known as pelagic whaling fleets. They are the U.S.S.R., Japan and Norway. The countries with the shore-based stations in the Southern Hemisphere are Australia, South Africa, Chile and Peru and in the Northern Hemisphere in the Kamchatkas (U.S.S.R.), Kurile Sea, Azores and the U.S.A. All whaling operations are controlled by the International Whaling Commission, which endeavours to apply rules and regulations which will conserve the stocks of whales and prevent their complete extinction. Already the catching of Blue Whales and Humpback Whales has been prohibited for fifty years in order that these species may be preserved.

The Cheyne Beach Whaling (1962) Pty. Ltd. is at present operating three catchers and in these modern days it is not the same death-courting business of one hundred years ago where the crews manned a small long-boat and harpooned the whale by hand, knowing it was their life or that of the whale. Nowadays, whales are harpooned with deadly explosive missiles from a gun mounted on the fore-deck of a chaser. These chasers, or catchers, are about one hundred and fifty-three feet long, powered by steam engines giving a speed of twelve to fifteen knots, and manned by a crew of fifteen men.

The gun on the bows has a three-inch bore and from its muzzle is fired a steel harpoon with an explosive head. Attached to the harpoon is about four hundred feet of manila rope, which in turn is spliced to a heavier rope and passed through sheaves attached to powerful springs which take the shock of sudden lunges by the whale, the rope eventually being attached to a heavy winch which enables the whales to be 'played'.

After a whale has been sighted, the ship starts the chase and the great mammal moves off, breaking the surface at intervals in a long roll like a giant porpoise. As the ship catches up on the whale, which surfaces more frequently, the gunner waits his chance and when the whale breaks about thirty-five to fifty feet ahead, he fires. When the harpoon enters the whale, large barbs open that prevent the harpoon from withdrawing and the head explodes with great power inside the whale and it dies almost instantaneously. When the whale is brought alongside the catcher a spear is jabbed into the whale and compressed air is pumped into it to allow it to float. When the catcher has caught as many whales as it can tow (up to ten), it returns to the shore processing station at Frenchman Bay.

Here the whale is pulled up on the flensing deck, the whale's blubber, or outer layer of skin and fat, is pulled off in long strips in the same way as one would peel a huge banana. The flesh is then cut away and the bones cut into pieces. All these sections are slid through holes in the deck into the digesters or boiling pots, below. The great 'stew' of about forty tons of blubber, meat and bone is boiled under pressure for about three hours; when the cooking is completed the oil, as with the fat in a household stew, is at the top and is tapped off to be put through centrifugal separators in which the pure oil is separated from any remaining water and solids. The remainder of the 'stew', that is the gravy and the solids, is passed through machines called 'super-d-canter' which separates one from the other, the solids going one way and the fluid the other. The fluids once again are put through a centrifugal separator in which the oil is taken away from the water. The solids in their turn are fed into a large oven where they are dried to become 'whale-meal'. The whale-meal is a dry, powdery substance which is very rich in proteins and is used in the manufacture of stock and poultry foods. A whale produces nearly two tons of whale meal. After the process has been completed there is a large volume of dirty liquid left over known as 'gluewater' or 'stickwater' and this is further processed by being put through a three-stage evaporator which, in turn, produces a substance like that of treacle. This is then poured over hot, steam-heated drum rollers and it dries instantly into a thin skin which is scraped off the drums by sharp blades. This is then pulverised very finely through another machine and is bagged off like fine cocoa. This product is known as 'whale-solubles' and is more rich in proteins than whale meal but is used for the same purpose. More than two-and-a-half tons of solubles is produced from each whale.

The oil, the most valuable product of the whale (each mammal produces between six and seven tons) is shipped in bulk to the United Kingdom.

THE SPERM WHALE

The Sperm Whale, *Physeter Catodon*, also known as Cachalot, is the most famous of all the whales. It can descend one mile below the surface of the ocean, stay down for an hour or more and then surface without any ill effects. A large male Sperm Whale may measure sixty feet; the females are smaller and measure thirty to forty feet in length. A forty-three foot Sperm Whale weighed 86,000 lbs., of which the liver weighed 925 lbs. A fully grown male Sperm Whale may produce about eighty barrels of oil. Its flippers are small and there is no actual dorsal fin, although there is a raised lump on the lower back. A Sperm Whale cruises along at four knots per hour but can treble this speed when necessary.

The Sperm Whale's head, which makes-up one-third of its entire length, is truncated in front and can be used as a huge battering ram - more than one of the old-time wooden whaling ships had its sides staved in like matchwood by it. The head contains a large reservoir filled with liquid oil known as spermaceti. This oil is believed to act as a cushion to protect the animal's vital organs when they are subjected to excessive pressure during the descent to great depths in the ocean. The huge lower jaw is narrow, measures eighteen feet in length and is

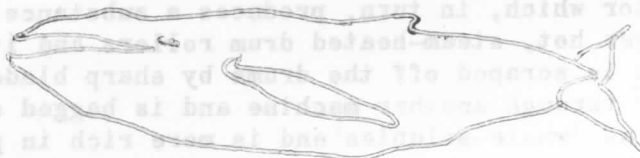
studded with twenty or thirty strong, conical teeth that weigh two or three pounds a piece. There are no teeth in the upper jaw. The blow-hole is S-shaped and placed well forward on top of the great muzzle.

The Sperm Whale is the most common large whale found. It can be recognised by its spout, which is a short, wide puff directed forward and upward. When diving or sounding, the Sperm Whale raises its flukes high in the air and goes straight down. It spouts at intervals of about once every ten seconds and may remain on the surface for ten minutes, during which it makes about sixty respirations.

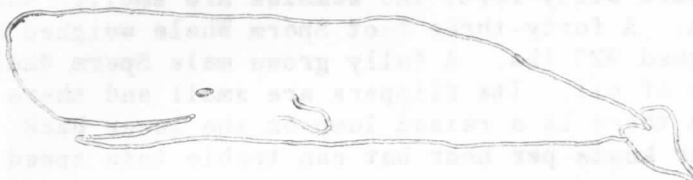
The Sperm Whale is polygamous and a bull escorts his harem of several cows, followed by their calves. The bulls show no interest in the calves. There is no fixed breeding season. The calf, measuring thirteen or fourteen feet at birth, is born one year after mating and is nursed for six months or more. When nursing its young, the mother Sperm Whale rolls over on its side, thus enabling the calf to breathe normally whilst feeding.

A Sperm Whale reaches full growth in its ninth year but apparently does not live more than fifteen or twenty years. It feeds largely on squid, cuttlefish or octopus and uses its long jaws for seizing prey on the ocean floor. A fully-grown Sperm Whale will devour about a ton of food a day. A school of Sperm Whales is known as a 'pod' and during migrations thousands of Sperm Whales may travel together from ocean to ocean.

Sperm oil is valued, especially for cosmetics and soap, but it is not suitable for margarine. Ambergris (a wax like substance used in perfumery) is a product of the Sperm Whale.



Humpback Whale



Sperm Whale

There was a young girl of Cape Clear
 Who lay on her back on a pier,
 A seagull 'abuff'
 Dropped a wee bit of stuff
 Which landed slap-bang on her ear.

A man who came from Cape Grafton
 Had a car which did only a half ton,
 He said that it would
 Go well when he could
 Get time to put a crankshaft on.

When a wee boy who came from Cape Hawke
 Went out one day for a walk
 He met a young lass
 Sitting down on some grass
 So he sat down beside her to talk.
 She came from the Cape St. Vincent,
 Where a girl does the work, not the gent.
 He said "That's too bad,
 I think I've been had
 And I'm going to leave you this instant".

A girl who came from Cape Horn
 At the breakfast table one morn
 Said "Oh, what a night,
 My man said he might
 And I woke up to find that he'd gorn"!

There was a young man from Cape Howe
 When riding one day on a cow
 Jumped over the moon,
 The stupid buffoon,
 'Cause he hasn't returned up to now.

An ugly old man from Cape Race
 Put some cream one day on his face.
 It did him no good,
 It just made him more crude
 So that now he's just a disgrace.

There was a wee girl from Cape Sable
 Who said she was willing and able
 To eat her high tea
 With it poised on her knee
 But 'twas easier, she said, on a table.

There was an old man of Cape Wrath
 Who one evening jumped into a bath,
 He shouted "Mein Gott!
 It's terribly hot!"
 I think that's a bit of a laugh.

A.M.N.

It will be seen that not all the "Capes" are mentioned - therefore, there's an opportunity for readers to send in verses to complete the "Cape" fleet. At the same time, an appropriate title could be suggested.

Q U I Z.

1. Which is Scotland's largest railway station?
2. Which nation came into being on 14th May, 1948 when the British Mandate over its country came to an end?
3. Who said 'Iacta alea est' (The die is cast) and on what occasion?
4. Why might a deltiologist 'wish you were there'?
5. In which country is Flemish an official language?
6. What was the family name of the following Florentine relatives: Cossino, Lorenzo and Catherine?
7. In North America, of which river is the Missouri a tributary?
8. In detective fiction, who created 'Paul Temple'?
9. Name the Greek god of dreams after whom a pain-killing drug is named?
10. Which English king formed the 'Model Parliament'?
11. The word 'Bible' is derived from the Greek. What does 'bible' mean?
12. How did the 'Flanders Mare' help to bring down Thomas Cromwell, Earl of Essex?
13. Hitler had his 'Brown Shirts', Mussolini his 'Black Shirts', who wore the 'Red Shirts'?
14. If a railwayman referred to a 'frog' on the railways, what would he be talking about?
15. Baden Powell founded the Boy Scouts, who founded the Boys' Brigade?
16. What is the Hebrew work meaning 'so be it'?
17. Who, in fiction, fell asleep for twenty years in the Catskill Mountains?
18. Who supposedly said 'L'Angleterre est une nation de boutiquiers'?
19. What was the last military invasion of Britain and when did it take place?
20. In George Bernard Shaw's play 'Pygmalion', who taught Eliza Doolittle?

(Answers on Page 29)

The following is an extract from 'The Sea of Grammar', dated 1627.

"Graving is only used under water - a white mixture of tallow, sope and brimstone or traineoil, rosin and brimstone boiled together, is the best to preserve her calking and make her glib or slippery to passe the water and when it is decayed by weeds and barnacles, which is a kind of fish like a long red worme which will eat thorow all the planks if she be not sheathed, which is as casing the hull under water with tar and haire, close covered over with thin boards fast nailed to the hull, which through the worme pierce, she cannot endure the tar".

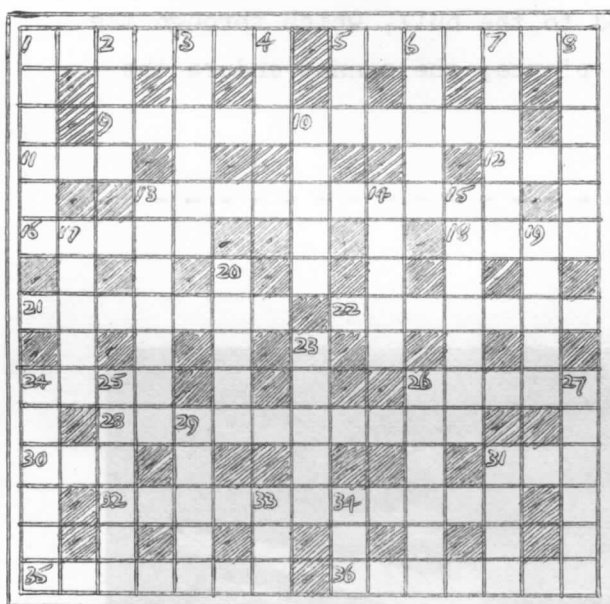


Hitch-hikers on board "Cape Franklin"

The birds were photographed by Chief Officer P. Fenwick in the ship's Radio Room when she was near Monrovia about the beginning of May

Across

1. Nude? Never! two articles and she is well covered (7)
5. Usually heard in this, but still not with it (7)
9. It does not follow, but it does (3, 8)
11. Linden had one (3)
12. Northern sea bounty (3)
13. The bemused fair lady is deadly with her thighs crossed in Aden (10)
16. Raise no objection to (5)
18. It takes a Dame to make the cheese (4)
21. Should you deviate from your ain line you might change colour (7)
22. Proof that the C.I.D. can reach the Navy? (4, 3)
24. Prehistoric coffin (4)
26. One hundred pre-Tsar kopecs (5) (There could be a letter missing!)
28. As meum arches change the sea foam petrifies (10)
30. To exist he cannot tell the truth, of sorts (3)
31. An abstract notion which exists (3)
32. Did these fine fellows attend the ladies at sea? (3, 8)
35. Do the Greeks send this letter prior to arrival? (7)
36. As you were! (5, 2)



Down

1. It's old and impassive (6)
2. A neat eruption (4)
3. Curdled milk also turns money colloquially (6)
4. A woman, no matter which way you look at her (3)
5. Large bird of the cassowary family (3)
6. An art, or palm, depends on how you see it (5) (Try with one too few!)
7. The sailor leads the way, but not at home (6)
8. A pictorial parable (6)
10. It only appears to be (5)
13. After Taurus has been fed he breaks out in blisters (7)
14. The answers here don't require a knowledge of it (5)
15. By the sound of it, the raw spirit can be beaten (3, 4)
17. This acrostic should prevent such an ailment (5)
19. Did Laura really hear things? (5)
20. To make use of 24 across (5)
23. The title was his before Ron was put in the cauldron (5)
24. Does the batsman double his score when he reaches it? (6)
25. There are thousands of them, yet not so many of them (6)
26. Is the water-rail an Olympic hope? (6)
27. He may find holding it aloft extremely difficult (6)
29. Eject by force (5)
31. Catch sight of (4)
33. Nan is all the girl needs (3)
34. It is protected by hiding within itself (3)

J.A.M.W.

The solution will appear in the next edition of TRIAD.

An Engineer's Story

Steam has knocked most of the superstition out of sailors in these days. Of course you will find some left yet, amongst fisher-folks and in the forecastle of sailing ships, though only of a mild sort. On board a steamship there is neither room nor time for anything of the kind. However, I do know of a curious case, which you may consider a Jack's yarn if you like; but, as it was connected with a fireman, you can scarcely look upon it as a fairy tale, as a more matter-of-fact unimaginative lot of fellows than firemen it would be hard to find. In 1874 I was serving as second engineer on the "Alhambra", a Tyne boat, mostly engaged in the Bilbao iron trade; that is, we picked up what cargo we could for Spanish ports and filled up with ore at Bilbao for the run home. The "Alhambra" was a new ship of about six hundred tons burthen and had, not without some show of reason, got the name of being unlucky. Two men had been killed at her launching. Her Captain died of apoplexy on her first voyage and on her second she had run down a Yarmouth fishing-smack with all hands; a bad enough record you must admit. When I joined her an entirely new crew had been shipped but, nevertheless, her evil reputation was a matter of general talk forward before we had been forty-right hours at sea.

We had it pretty rough in the Channel but nothing really to grumble about. The hands were just the average sort to be met with on such boats. Our firemen, of which we carried four, knew their business as well or better than most, but had nothing special about them in any way to attract attention.

One of them, Thompson by name, was very reserved, in fact, unsociable; but no one bothered themselves about him. He was a man of about forty years of age, strongly built and almost gypsy-like in hue. In striking contrast to him was a young fellow called Wood who was all smiles and songs. Nothing seemed to put him out of temper and he had a merry word for everyone. He and Thompson were evidently acquainted with each other, though they were not by any means friendly. Somehow the cheery nature of the younger man appeared distasteful to the other who, not infrequently, told him roughly to 'shut up his nonsense'. Not that his command had any effect upon Wood who, in fact, seemed to take pleasure in disturbing his sulky acquaintance. On the fifth night out from the Tyne we had got well into the Bay of Biscay. The weather was very dirty and there was a nasty sea running and when I went on duty at eight bells it was so sloppy and cold on deck that it was a relief to get below. After attending to the engine for an hour or so I noticed that the pressure was getting low, so I took a turn down into the stoke-hole just to stir up the firemen. I found Thompson working away alone. On asking him where Wood was, he said that he had come down just after eight bells and, without throwing off his jacket, had almost immediately gone up again without saying a word.

Telling Thompson to fire up, I went to look for Wood. I could find no trace of him however, which puzzled me, as he was anything but a skulker. Telling the boatswain, whose watch it was, to rout him out I went back to the engine-room. In about half-an-hour the boatswain, his beard and oilskins streaming with water, came in to say that he could not find any sign of the missing man. As there seemed no motive for his keeping out of the way, I grew anxious and thought it advisable to report to the chief. He was vexed at being roused, said the man would turn up in the morning, when he swore he would give it him hot. But Wood did not turn up in the morning nor, in fact, did he ever turn up again. Thompson could or would say no more than that he had come down into the stoke-hole and, after staying about a minute, he went up the ladder again without speaking. He looked very strange he thought, as though he was ill; but he did not notice him particularly. This was the last seen of Wood and the only conclusion to be come to was that he had gone overboard in the storm and darkness, whether accidentally or not would never be known. The loss of the fireman naturally revived the stories as to the "Alhambra" being an unlucky ship and the forecastle was full of croaking. And now a strange thing happened. The two firemen came to the chief engineer and told him very sheepishly that there was something wrong in the stoke-hole, something uncanny in fact, that they had heard Wood's voice crying for help. Thompson had heard it too and positively refused to work alone. The chief stormed and swore, calling them a pack of superstitious idiots, fools, old women, milksops, and similar names. The captain laughed and

chaffed the men but it was no use, they stuck to their story and, what is more, some of the men forward who had been down with the firemen averred they had heard the voice too. Did I ever hear it? you ask. Well now, I could not say to tell the truth. I firmly believed that I did one night and it gave me a shake at the time, in fact, I was badly scared; but since, as the impression faded, I often think I was mistaken and that the supposed voice was caused in some way by the working of the ship. When we reached Bilbao we had a rapid discharge and soon were loaded up with ore.

At the last moment, before sailing for home, Thompson deserted and we had to ship another hand in his place. We had a good run to the Tyne and to the satisfaction of all no more was heard of the mysterious voice. I left the "Alhambra" on her return, having a better offer, and never saw her again for which I had no cause for regret, for shortly afterwards she ran aground whilst entering the river during a fog, several of her crew being drowned. She was floated but her owners, thinking her beyond repair, broke her up, selling her machinery and boilers, and thus made an end of the unlucky "Alhambra".

I went one day, soon after our arrival, to poor Wood's mother to give her such information as to her son's disappearance as I could. I found her a nice, homely body, a widow. She was in deep distress as to the loss of her boy, as she called him, and could hardly believe in his death. With her was a pretty young girl, perhaps eighteen or nineteen years of age, who seemed terribly distressed and heartbroken. She had, it appeared, been engaged to be married to Wood and the blow had fallen as heavily on her as on the mother. You see, even a fireman can have a love romance.

About two years after I left the "Alhambra" I was running as chief on the "Scorpion" in the Mediterranean trade. She was an old boat but had just received a thorough overhauling and refit in a Tyne yard and had a smart, new appearance. We were homeward bound from Genoa when one evening, just abreast of Tarifa, we were signalled by a Spanish barque. We at once bore down on her when we ascertained that she wished to transfer an Englishman whom they had rescued that day from a sinking Spanish collier. The rest of the crew they were taking on to Barcelona. We consented to take him, of course.

As the man came up the ship's side I thought I knew him, but it was not until the next day that I recalled him to memory as the fireman Thompson, who deserted from the "Alhambra" at Bilbao. He recognised me at once, it seems. Two days afterwards we fell in with a full gale and were terribly knocked about. One of the firemen was badly hurt the first night and Thompson volunteered to take his place, an offer I was glad to accept. The following morning, after not more than two hours spell of sleep, I was roused by the second engineer, Laurie, who said that there was bother in the stoke-hole; the men saying they would not work there. He said they were telling some cock-and-bull story and that I had better go and see to it myself as he could do no good, and with that he left me, evidently in a bad temper for he was a surly sort. When I reached the engine-room I found one of the firemen waiting for me. 'What's the matter, Jones?' I asked. 'Well, sir' he said solemnly, 'you may not believe me but, by heavens sir, there's a ghost or an evil spirit in the stoke-hole. When Bill went on shift at eight bells with that man Thompson he heard like a man's voice calling 'Help, help!' and Thompson, he heard it too. And then they sends for me and when I got down, so help me, sir, I heard it too and it seemed to come right out of the furnaces; and then Mr. Laurie came down, and the other firemen, and they heard it, though Mr. Laurie wouldn't let on as he had done but I knew he had by the look on his face. It's no lie I'm telling you, but flesh and blood can't stand it'. 'Where's Thompson,' I said, the recollection of the "Alhambra" panic flashing across my mind. 'He's in his berth forward, sir, and he swears he'll never go down again'. Without answering him, I made my way to the fore-castle, where I found Thompson sitting on a chest, his face so white that it seemed to light up the dense gloom which surrounded him. The moment he saw me he sprang forward and said, tremblingly, 'For God's sake, tell me, Mr. Brockett, if this is the old "Alhambra"'.

'No', I said angrily, 'of course it is not, you must know that yourself. What is the meaning of this infernal nonsense that is going on in the stoke-hole?' 'It's no nonsense, sir', he said, his teeth chattering with fear. 'If this is not the "Alhambra", those boilers and furnaces are hers, I swear'. 'Well, and what if they are, which is not very probable, what if they are, I say?'

'Come outside, sir', he whispered hoarsely. I stepped out and he followed me. For a moment or so he did not speak then, approaching his face which looked ghastly, even in the darkness, close to mine he said, 'Listen, sir, I cannot keep it any longer. Oh, God, I must tell it. You knew Wood on the "Alhambra", I killed him, sir, and burned him in the furnace and that is his voice I've heard again in the stoke-hole'. This awful confession so staggered me at the moment that I involuntarily drew back from the man. As I did so, he dashed passed me and sprang, with a horrible scream, over the side. It was impossible to do anything to help him in such a sea and all I could do was report the affair to the captain, who instructed me to keep the confession a secret for the present. Strange to say, the weather moderated quickly after this tragedy and no more was heard of the mysterious voice. Well, there is not much to add further than amongst Thompson's few things was found a photograph of the girl to whom Wood was engaged which might suggest a motive for the crime; but what was most curious of all was that I discovered the "Scorpion" had been refitted with the engines and boilers recovered from the "Alhambra". Now, gentlemen, you can make just what you like out of the story. I have told it as it occurred, however. I must go now, as my time's up.

J.W.B.



The replica of Henry Bell's "Comet" being towed, in a non-nautical fashion, across the Clyde by way of the Erskine Bridge in June.

This replica was built in 1962 to mark the 150th anniversary of the original steamship and on this occasion was being taken from Scott Lithgow's yard at Port Glasgow to Helensburgh, where it formed the centrepiece of that town's Clyde Fair International celebrations. Photograph by courtesy of the Glasgow Herald.

Below is reproduced a letter received from Captain G.W. Roger, Master of M.V. "CAPE HORN".

M.V. "CAPE HORN",
Dar-es-Salaam,
5th July, 1972.

The Editor, TRIAD.

Dear Sir,

I speak for all on board "CAPE HORN" when I would ask you to record in TRIAD the excellent facilities of the Dar-es-Salaam Flying Angel Club. The warm welcome and kindness shown by all the staff, but in particular by the Venerable John Taylor and his good lady, was fully appreciated by us all.

During our stay here we played three football matches at the Club grounds, losing 6 - 3 against the "Straat Korea" (Dutch Inter-Ocean Lines), drawing 4 - 4 with "Chitra" (British India) and winning 8 - 3 against "Defender" (Harrisons), and although some might be heard to moan of the hardness of the ground, the spectators enjoyed being able to sit in comfort and drink beer whilst watching the games.

Enclosed is a photograph (printed below - Ed.) of our 'good deed' - the Mission launch being painted on "CAPE HORN's" No. 4 hatch.

A copy of this letter is being sent to the Flying Angel Club and I would join with all on board in saying 'thank-you' to all at the Club. We will certainly look you up if we should be fortunate enough to return.

I am

Yours faithfully

(signed) G.W. Roger

Master.

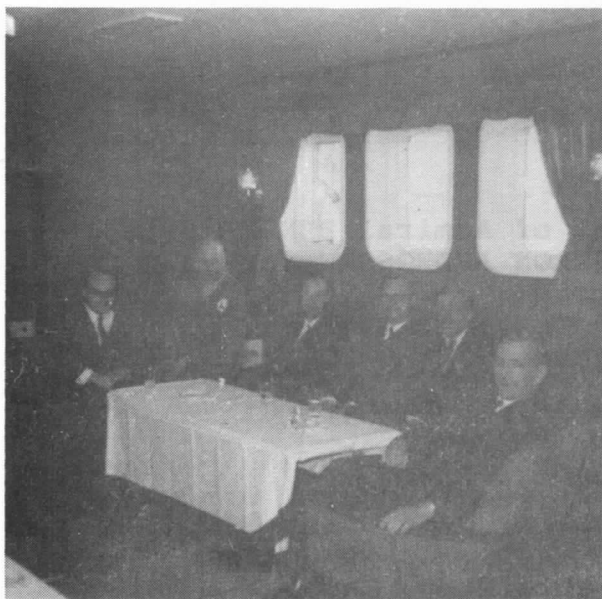


Work proceeding on

No. 4 Hatch.

1. Waverley Station, Edinburgh.
2. Israel.
3. Julius Caesar, at the crossing of the Rubicon.
4. Because he could expect to receive postcards from you...and a deltiologist is a collector of postcards.
5. Belgium.
6. De Medici.
7. The Mississippi.
8. Francis Durbridge.
9. Morpheus.
10. King Edward I, and it met at Westminster in 1295. Nineteenth century historians named it the 'Model Parliament'.
11. 'Book', from the Greek word 'biblion'. The word 'biblion' itself comes from 'biblos', meaning 'papyrus' or 'paper'.
12. Thomas Cromwell negotiated the marriage of King Henry VIII to Anne of Cleves. The king took an immediate dislike to her, calling her the 'Flanders Mare'. Cromwell was in disgrace and although he helped to dissolve the marriage, he was beheaded on Tower Hill, London.
13. Guiseppe Garibaldi's Thousand Volunteers who fought for the unity of Italy in 1860. Their red shirts were worn as a uniform.
14. The grooved piece of metal on a railway line where tracks cross or meet which enables the flanged train wheels running on one track to cross the rail of another track.
15. Sir William Smith, in Glasgow.
16. Amen.
17. Rip Van Winkle.
18. Napoleon I.
19. In 1797, during the war with revolutionary France, French frigates landed about 1,400 soldiers ashore in Fishguard Bay. They surrendered to the local militia almost without striking a blow.
20. Professor Henry Higgins.

A correction in the answer to Question No. 1 of the last Quiz (Spring, 1972). The number of 'Munros' in Scotland should be 276, not 227 as stated.

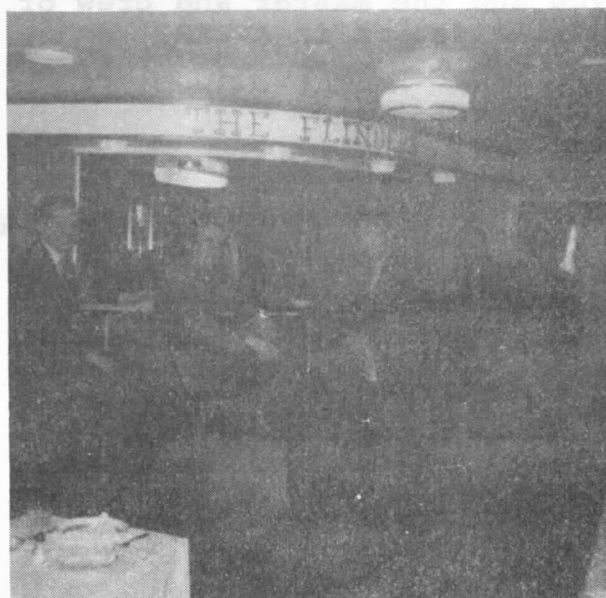


At the Flinders Bar

L. to R. : Mr. D. Border, S.S.M.,
4/E. C.B. Grieg, S.S.M., Mr. K.K.
Halvorsen, Horten, 3/E. A. Corto-
passi, S.S.M., 2/E. G. McEwan,
S.S.M., and 4/E. D.K. Carmichael,
S.S.M.

"Cape Leeuwin" at Horten

L. to R. : Mr. H. Bruu, Horten, Mr. O.
Stiansen, Horten, Mr. A. McKenzie,
S.S.M., Capt. P. Smith, S.S.M., Mr. S.
Svensen, Horten, and Mr. H.A. Walkin-
shaw, S.S.M.



AMVER AWARD TO "BARON ARDROSSAN"

On this and the following three pages we have pleasure in reproducing letters of appreciation and Certificate of Recognition received from the United States Coast Guard and take the opportunity of adding our own congratulations to all those on board "Baron Ardrossan" whose industry, interest and co-operation made this Award possible.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address Reply To:
COMMANDER (m)
U.S. COAST GUARD
ACTIVITIES, EUROPE
BOX 50
7 NORTH AUDLEY STREET
LONDON, W.1.

3826
16 August 1972

H. Hogarth & Sons LTD
% Scottish Ship Management LTD
48 Buchanan Street
Glasgow C1
Scotland

Dear Sir:

Enclosed herewith is an award for delivery to your company's vessel BARON ARDROSSAN for her outstanding contribution to the AMVER program during 1971.

Also enclosed is a letter of appreciation from the Commandant, U.S. Coast Guard to your firm for assisting the Coast Guard in this international effort of maritime co-operation for search and rescue purposes.

I would like to add my thanks to that of Admiral BENDER's to you and the master and crew of the BARON ARDROSSAN for your fine participation in AMVER.

Sincerely,

C.J. KELLY
Captain, U.S. Coast Guard
Commander, Coast Guard
Activities, Europe

Encl; As stated



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C. 20591

5700
1 MAY 1972

H. Hogarth & Sons Ltd.
c/o Scottish Ship Management Ltd.
40 Buchanan St.
Glasgow C.1, SCOTLAND

Dear Sir:

It gives me a great deal of pleasure to number your company among those whose vessels will be receiving annual awards for outstanding participation in the Coast Guard's Automated Mutual-assistance Vessel Rescue program. As noted below your organization warrants listing with those others, representing nearly 700 qualifying vessels of the world's fleet, whose units have made a particularly positive and unselfish contribution to the cause of maritime safety.

In keeping with the Coast Guard's appreciation of their support for this computerized Search and Rescue system, those meriting awards for the first time are being furnished an AMVER pennant and CERTIFICATE OF RECOGNITION, while those who received a pennant last year will be awarded updated certificates. The contribution of these vessels to this humanitarian effort merit proud display of those awards which are a credit both to on-board personnel and to the many vessel operators who encourage participation.

Sincerely,

C. R. BENDER
Admiral, U. S. Coast Guard
Commandant
United States Coast Guard
U. S. Maritime Search and Rescue Coordinator

AMVER Awards to:
M/V BARON ARDROSSAN/GOQX



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C. 20591

5700
1 MAY 1972

Master, M/V BARON ARDROSSAN/GOQX
H. Hogarth & Sons Ltd.
c/o Scottish Ship Management Ltd.
40 Buchanan St.
Glasgow C.1; SCOTLAND

Dear Captain:

It is with a great deal of pleasure and deep appreciation that I take this occasion to forward to you the enclosed CERTIFICATE OF RECOGNITION for your efforts in furthering international maritime safety. During the period from 1 January 1971 to 31 December 1971, your vessel, through active participation in and support of the Automated Mutual-assistance Vessel Rescue (AMVER) program, has become an outstanding regular participant. I am confident that you will display this CERTIFICATE prominently and with justifiable pride for all to see.

I have also furnished a blue AMVER pennant which, when flown, identifies your vessel as one who is continuously and unselfishly striving to make the oceans of the world safer for all who travel over and upon them.

Sincerely,

C. R. BENDER
Admiral, U. S. Coast Guard
Commandant
United States Coast Guard
U. S. Maritime Search and Rescue Coordinator

Encl: (1) CERTIFICATE OF RECOGNITION
(2) AMVER Pennant

AMVER



in recognition

of the voluntary and unselfish contribution made
towards improved international maritime safety through support
of the

Automated Mutual—assistance Vessel Rescue (AMVER) System

the COMMANDANT of the
UNITED STATES COAST GUARD

takes great pleasure in recognizing

M/V BARON ARDROSSAN/GOOX

of the

H. HOGARTH & SONS LTD.

as an outstanding regular AMVER Participant

during 19 71

The value of this participation in terms of potential service to humanity
is incalculable and deserves the highest esteem of the brotherhood of mariners.

Presented:

1st day of MAY 19 72

C.R. Serran

Commandant

Admiral, U.S. Coast Guard

U.S. Maritime

Search & Rescue Coordinator





?

Those on board "Cape Sable" doubtless were under the impression that between the 11th and 15th June last they were on passage from Ube to Nauru, in fact sailing from Nauru on the 15th. Frankly, we were under the same impression, unaware that the "Cape Sable" was on our own doorstep - discharging wheat and loading steel in Glasgow.

Closer examination revealed that she had apparently shrunk in size and even closer examination suggested that someone had struck on a novel way of spelling 'Glasgow'! Before a schizophrenic feeling creeps over you, it must be pointed out that she is not the "Cape Sable" but, as the port of registry indicates, is Cyprus-owned. Her 'vital statistics' are :

1,998 G.R.T.
 258' 0" length o.a. x 41' 0" beam.
 8-cylinder, 1680 b.h.p. M.A.N. diesel engine.
 Built 1957 by P. Lindenau, Kiel, as the "Thomas Schulte" for Bernhard Schulte, West Germany.
 Sold to other German owners in 1969 and renamed "Hamburger Burg".
 Bought by present Cypriot owner this year.

There is yet another "Cape Sable" on the high seas. A stern-trawler, built in 1962, which is owned by National Sea Products Ltd., Halifax, N.S.

We are indebted to Mr. G.I. Gardner, Glasgow, for the above photograph and for the facts and figures regarding the Cypriot "Cape Sable".

PERSONNEL

(As at 4th Oct. '72)

M.V. "BARON CAWDOR".

Master	M. Turton.
1st Mate	G. Dobbie.
2nd Mate	A. Neil.
3rd Mate	C. McCurdie.
Radio Officer	F. McNulty.
Ch. Eng.	D. Chalmers.
2nd Eng.	A. Miller.
3rd Eng.	A. Dias.
3rd Eng.	J. Mathews.
4th Eng.	G. Cree.
Jun. Eng.	S. Taylor.
Elect.	J. Gallacher.
Cat. Officer	T. Evans.
2nd Steward	E. Kelly.
Assist. Steward	A. MacPhail.
Ch. Cook	C. Cheetham.
2nd Cook & Baker	C. MacLeod.
Bosun	J. Irvine.
Nav. Cadet	N. MacKenzie.
Eng. Cadet	W. Sewell.

M.V. "BARON DUNMORE".

Master	T. Baker.
1st Mate	T. Upson.
2nd Mate	N. Brewer.
3rd Mate	J. Donaldson.
Radio Officer	J. McDonagh.
Ch. Eng.	T. McGhee.
2nd Eng.	G. Law.
3rd Eng.	J. Campbell.
3rd Eng.	M. Quinn.
4th Eng.	J. Walker.
Elect.	J. Lambie.
Cat. Officer	A. Sisi.
2nd Steward	D. Smith.
Assist. Steward	C. McDade.
Ch. Cook	J. Adie.
2nd Cook & Baker	B. Tierney.
Bosun	M. Horreh.
Nav. Cadet	D. Bramham.
Nav. Cadet	E. Henderson.

M.V. "CAPE FRANKLIN".

Master	A. Sutherland.
1st Mate	J. Niblock.
2nd Mate	L. Gilhooly.
3rd Mate	R. Kincaid.
Radio Officer	R. Faulds.
2nd Radio Off.	J. MacIntyre.
Ch. Eng.	R. Allen.
2nd Eng.	R. Carter.
3rd Eng.	R. Elniff.
4th Eng.	L. Hughes.
Jun. Engineer	R. Cassells.
Jun. Engineer	S. Ferguson.
Jun. Engineer	D. Wright.
Elect.	W. McNair.
Cat. Officer	E. McLaughlin.
2nd Steward	A. McCloskey.
Bosun	V. Hume.
Carpenter	J. Morrow.

M.V. "CAPE CLEAR".

Master	J. MacKay.
1st Mate	P. Montgomery.
1st Mate	F. Kelly.
3rd Mate	R. Mullen.
Radio Officer	J. Trotter.
Ch. Eng.	T. Dickinson.
2nd Eng.	A. Warren.
3rd Eng.	T. Orr.
4th Eng.	G. Leith.
4th Eng.	H. Miller.
Jun. Eng.	H. Keenan.
Elect.	A. Dowsett.
Cat. Officer	A. Welsh.
2nd Steward	E. Crosby.
Assist. Steward	W. Ellis.
Ch. Cook	J. McLaughlin.
2nd Cook & Baker	A. Paterson.

M.V. "BARON FORBES".

Master	L. Hocking.
1st Mate	C. MacDonald.
2nd Mate	G. Copley.
3rd Mate	J. MacDonald.
Radio Officer	J. Thompson.
Ch. Eng.	N. Oglvie.
Ch. Eng.	E. Good.
2nd Eng.	J. Doyle.
3rd Eng.	I. MacRury.
3rd Eng.	A. Buchanan.
4th Eng.	N. Ramsay.
4th Eng.	D. Robertson.
Jun. Eng.	R. James.
Elect.	G. Leitch.
Cat. Officer	J. Rossiter.
Ch. Steward	A. Randle.
E.R.S.	M. Hussein Hersi.
Nav. Cadet	G. Adams.
Nav. Cadet	J. Dobson.

M.V. "CAPE HOWE".

Master	C. Strachan.
1st Mate	G. Cullen.
2nd Mate	H. Williams.
3rd Mate	R. Wiggans.
Radio Officer	D. Poole.
Ch. Eng.	W. Kinnear.
2nd Eng.	J. McCreery.
3rd Eng.	W. Aubrey.
4th Eng.	E. Clark.
Jun. Engineer	D. Reid.
Jun. Engineer	R. Walker.
Jun. Engineer	E. Holdsworth.
Elect.	W. Lothian.
Cat. Officer	E. Trotter.
Bosun	P. McPhee.
Carpenter	F. Dixon.
A.B.	E. Risso.
Nav. Cadet	E. Moodie.

M.V. "CAPE NELSON".

Master	A. MacLeod.
1st Mate	A. Maxwell.
2nd Mate	D. White.
3rd Mate	J. Gillespie.
Radio Officer	L. Gordon.
Ch. Eng.	G. Roe.
2nd Eng.	D. Campbell.
3rd Eng.	P. Hopley.
4th Eng.	B. McGarry.
Jun. Engineer	H. Troger.
Jun. Engineer	G. Brand.
Jun. Engineer	C. Milne.
Elect.	B. Martin.
Cat. Officer	P. Mulhern.
Ch. Cook	J. Brown.
2nd Cook & Baker	M. Radford.
Bosun	A. MacIntyre.
Carpenter	A. Koks.
Nav. Cadet	J. Wolstenholme.
Nav. Cadet	D. Gordon.

M.V. "CAPE ST VINCENT".

Master	B. Lawson.
1st Mate	J. Jennings.
2nd Mate	R. Duncan.
3rd Mate	C. Cunningham.
Radio Officer	D. Roche.
Ch. Eng.	A. Brown.
2nd Eng.	D. Drummond.
3rd Eng.	J. Walkden.
4th Eng.	G. Ramshaw.
Elect.	G. Andrews.
Ch. Steward	J. Drury.
Nav. Cadet	N. Wilson.

M.V. "CAPE YORK".

Master	I. Barclay.
1st Mate	W. Kean.
2nd Mate	D. Smart.
3rd Mate	H. Aitchison.
Radio Officer	D. Gudgeon.
Ch. Eng.	A. Metcalf.
2nd Eng.	H. Ostermann.
3rd Eng.	J. Holden.
4th Eng.	C. Westland.
4th Eng.	J. Radcliffe.
Jun. Eng.	G. Carlin.
Elect.	A. Fanning.
Cat. Officer	J. Blair.
Ch. Cook	D. Taylor.
2nd Cook	T. Meharry.
Eng. Cadet	P. Broers.

M.V. "CAPE SABLE".

Master	T. Edge.
1st Mate	J. Savage.
2nd Mate	S. Wright.
3rd Mate	A. Nisbet.
Radio Officer	C. Ritchie.
Ch. Eng.	W. Carrigan.
2nd Eng.	J. Cummings.
3rd Eng.	T. Stafford.
3rd Eng.	J. Hannigan.
4th Eng.	T. Connor.
Jun. Engineer	W. Keady.
Elect.	A. Durie.
Cat. Officer	A. Saunders.
2nd Steward	V. Bettis.
E.R.S.	A. Abdi.
Nav. Cadet	B. Sharp.
D.H.U.	H. Abdi.

M.V. "CAPE WRATH".

Master	A. Hunter.
1st Mate	A. McMahon.
2nd Mate	A. Riley.
3rd Mate	D. Lunn.
Radio Officer	B. Breslin.
Ch. Eng.	A. Wilson.
2nd Eng.	R. Pollock.
3rd Eng.	J. Stone.
3rd Eng.	S. Mustafa.
4th Eng.	R. Jeffrey.
Jun. Eng.	R. Henry.
Elect.	I. MacKinnon.
Cat. Officer	J. Weir.
2nd Steward	J. MacMahon.
Bosun	H. Rice.
Eng. Cadet	J. Love.

M.V. "TEMPLE ARCH".

Master	A. Fraser.
1st Mate	I. Taylor.
2nd Mate	M. Smith.
3rd Mate	R. Stevenson.
Radio Officer	P. Evans.
Ch. Eng.	J. Allan.
2nd Eng.	J. Gilmartin.
3rd Eng.	B. Sharp.
4th Eng.	A. McCallum.
4th Eng.	A. Cross.
Elect.	A. Priddy.
2nd Elect.	T. Needham.
Cat. Officer	J. MacDonald.
G.P. Steward	G. MacDonald.
G.P. Cook	A. MacCallum.
G.P. Cat. Boy	A. Rademacher.
G.P. Cat. Boy	J. Whyte.
G.P. Deck Boy	B. MacKinnon.
C.P.D.	A. Clarke.
G.P.1	J. Elliot.
G.P.1	P. Lynaugh.
G.P.1	A. Patrick.
G.P.1	C. Wilson.
G.P.1	E. Hough.
G.P.1	A. Clark.

G.P.1	J. Webster.
G.P.1	C. Atkinson.
P.O.	T. Nicol.
Nav. Cadet	P. Powell.
Nav. Cadet	T. Farley.
Eng. Cadet	P. Gray.

Master	C. MacLean.
1st Mate	D. Jones.
3rd Mate.	R. MacKenzie.
Ch. Eng.	A. Smith.
3rd Eng.	R. Smillie.
4th Eng.	M. Jacob.
4th Eng.	W. Syme.
Elect.	J. Jolly.
Cat. Officer	T. Joyce.
G.P. Cat Boy	J. Robinson.
G.P. Cat. Boy	R. Beagan.
G.P.1	J. Holmes.
G.P.1	E. Terrett.

M.V. "BARON ARDROSSAN".

Master	J. Roberts.
1st Mate	J. Jenkinson.
2nd Mate	N. Clarke.
3rd Mate	J. Phillips.
Radio Officer	M. Cairney.
Ch. Eng.	F. Young.
2nd Eng.	J. O'Hara.
2nd Eng.	C. McCrae.
3rd Eng.	J. Milne.
4th Eng.	J. Russell.
Elect.	J. Dear.
Cat. Officer	J. Smith.
G.P. Steward	W. Brown.
G.P. Cook	T. Craig.
G.P. Cat. Boy	J. Nitkowski.
G.P. Cat. Boy	D. McManus.
C.P.O.	M. White.
G.P.1	R. Johnson.
G.P.1	D. Peterkin.
G.P.1	D. Shillito.
G.P.1	R. Melville.
G.P.1	I. Mikkelsen.
G.P.3	J. Wood.
P.O.	G. Kasprzak.
Nav. Cadet	H. Hardie.
Eng. Cadet	A. Marrs.

M.V. "CAPE RACE".

Master	J. Peterson.
1st Mate	L. Morison.
3rd Mate	D. Fitzpatrick.
Radio Officer	A. Stewart.
Ch. Eng.	W. Saddler.
2nd Eng.	A. Hourston.
3rd Eng.	A. Morrison.
3rd Eng.	T. McLaughlin.
Elect.	R. McIntosh.
Cat. Officer	P. Coles.
G.P. Cook	J. David.
G.P. Cat. Boy	R. Daniels.
G.P.1	D. Sydney.
P.O.	O. Taylor.

M.V. "CAPE HORN".

Master	G. Roger.
1st Mate	M. Kelly.
2nd Mate	P. Dyson.
3rd Mate	C. Twomey.
Radio Officer	C. Houston.
Ch. Eng.	R. Hartley.
2nd Eng.	D. Wright.
3rd Eng.	J. Riddell.
3rd Eng.	J. Dillon.
4th Eng.	B. Corless.
Elect.	B. Hallas.
Cat. Officer	M. Waters.
G.P. Steward	J. Harrison.
G.P. Cook	A. Macoll.
G.P. Cat. Boy	B. MacDonald.
G.P. Cat. Boy	W. Ballard.
C.P.O.	M. Williams.
G.P.1	R. Moore.
G.P.1	S. Giles.
G.P.1	J. Sander.
G.P.1	J. Munro.
G.P.1	K. Weaver.
G.P.1	S. Anderson.
G.P.3	J. MacPherson.
P.O.	B. Mahoney.
Nav. Cadet	R. MacLeod.
Nav. Cadet	S. Hall.

M.V. "BARON BELHAVEN".

Master	G. Downie.
1st Mate	D. Fox.
3rd Mate	A. Latty.
3rd Mate	N. Djin.
Radio Officer	R. Sambrook.
Ch. Eng.	K. Malhotra.
2nd Eng.	J. Sutherland.
2nd Eng.	C. Richardson.
3rd Eng.	D. Tweed.
4th Eng.	G. MacPherson.
Elect.	P. Wilson.
Cat. Officer	J. Campbell.
G.P. Steward	J. Henry.
G.P. Cook	F. Scotland.
G.P. Cat. Boy	D. Ross.
G.P. Cat. Boy	O. Breedy.
C.P.O.	J. Charle.
G.P.1	W. Best.
G.P.1	F. Bryan.
G.P.1	A. Egbert.
G.P.2	P. Robinson.
G.P.2	C. Kitt.
P.O.	C. Major.

(con'd)

M.V. "TEMPLE BAR".

Master	J. Jones.
1st Mate	P. MacKay.
2nd Mate	C. Stephenson.
3rd Mate	D. Brannan.
Radio Officer	E. Miller.
Ch. Eng.	J. Cochrane.
2nd Eng.	D. Morrison.
3rd Eng.	R. McCaig.
4th Eng.	J. Aspden.
4th Eng.	C. Graves.
Elect.	G. Rowe.
Cat. Officer	W. Mitchell.
G.P. Steward	W. Ross.
G.P. Cook	J. McGurk.
G.P. Cat. Boy	J. Brady.
G.P. Cat. Boy	F. Kelly.
G.P. Deck Boy	J. Hawkins.
C.P.O.	D. McMahon.
G.P.1	J. Hill.
G.P.1	R. MacLean.
G.P.1	K. Neale.
G.P.1	S. Buchanan.
G.P.1	V. Conway.
G.P.1	R. Meechan.
G.P.1	A. Guyan.
P.O.	F. Courtney.
Nav. Cadet	M. Arden.
Nav. Cadet	D. Hiddleston.

M.V. "BARON MACLAY".

Master	J. Macnab.
1st Mate	P. Fenwick.
2nd Mate	M. Roche.
3rd Mate	A. Matthews.
Radio Officer	D. Whyte.
Ch. Eng.	B. Denmark.
2nd Eng.	D. Anderson.
3rd Eng.	K. Graham.
4th Eng.	J. Kelly.
4th Eng.	P. Harvey.
Electrician	W. Hornshaw.
Cat. Officer	J. Clancy.
G.P. Steward	S. Bates.
G.P. Cook	W. Thomson.
G.P. Cat. Boy	R. Stevenson.
G.P. Cat. Boy	H. McPherson.
C.P.O.	R. Whitfield.
G.P.1	J. MacKinnon.
G.P.1	S. Hornshaw.
G.P.1	M. Dingwall.
G.P.1	J. Russell.
G.P.1	T. McKinnon.
G.P.1	A. MacDougall.
G.P.1	N. Hargan.
G.P.1	D. Thomson.
P.O.	J. Hastie.
Nav. Cadet	H. Watson.
Eng. Cadet	I. Rennie.

M.V. "BARON INCHCAPE".

Master	D. Innes.
1st Mate	J. McNeill.
2nd Mate	A. MacRae.
3rd Mate	K. Macaulay.
Radio Officer	G. Walker.
Ch. Eng.	J. Loughran.
2nd Eng.	I. Andrews.
3rd Eng.	N. Rowan.
4th Eng.	T. May.
Cat. Officer	J. Hotchin.
G.P. Steward	J. McClory.
G.P. Cook	F. Dalley.
G.P. Cat. Boy	B. Pickles.
G.P. Cat. Boy	P. Bainbridge.
C.P.O.	H. Hamilton.
G.P.1	D. Carmichael.
G.P.1	C. McBride.
G.P.1	D. MacLachlan.
G.P.1	P. Betmead.
G.P.1	J. Campbell.
G.P.1	R. Wooldridge.
P.O.	W. Cox.
Nav. Cadet	D. Fenton.
Nav. Cadet	B. Andrew.
Eng. Cadet	R. Healey.

M.V. "TEMPLE INN".

Master	A. Davie.
1st Mate	I. Wemyss.
2nd Mate	P. Brooks.
3rd Mate	S. Campbell.
Radio Officer	P. Murray.
Ch. Eng.	G. Nesbitt.
2nd Eng.	W. Adamson.
2nd Eng.	I. Munro.
3rd Eng.	M. Currey.
3rd Eng.	P. Joyce.
4th Eng.	D. Abernethy.
Electrician	J. Leiper.
Cat. Officer	R. Sherriff.
Cat. Officer	W. Gray.
G.P. Steward	J. McGarvie.
G.P. Cook	J. Gibson.
G.P. Cat. Boy	A. Bannister.
G.P. Cat. Boy	W. Rothenburg.
C.P.O.	P. Sharman.
G.P.1	J. Bailey.
G.P.1	J. Challis.
G.P.1	M. McPhee.
G.P.1	A. Campbell.
G.P.1	J. Flockhart.
G.P.1	B. Gray.
G.P.3	T. MacKay.
P.O.	R. Rafter.
Nav. Cadet	N. Smith.
Nav. Cadet	A. Potter.

PERSONNEL

(con'd)

M.V. "CAPE HAWKE".

Master	J. Hetherington.
1st Mate	M. Murray.
2nd Mate	D. Coe.
2nd Mate	C. Campbell.
Radio Officer	M. Thomas.
Ch. Eng.	J. MacKay.
2nd Eng.	I. Procter.
3rd Eng.	H. Lloyd.
4th Eng.	E. Moffat.
Electrician	J. Rowland.
Cat. Officer	J. Steventon.
G.P. Steward	R. Spencer.
G.P. Cook	K. MacKay.
G.P. Cat. Boy	J. Hanna.
G.P. Cat. Boy	V. Cairns.
C.P.O.	J. McFarlane.
G.P.1	N. Whitcombe.
G.P.1	D. MacDonald.
G.P.1	A. MacLeod.
G.P.1	S. Forbes.
G.P.1	M. Scales.
G.P.2	G. MacCrae.
P.O.	J. Young.
Nav. Cadet	G. Scott.
Nav. Cadet	G. Shearer.

M.V. "CAPE GRAFTON".

Master	W. Warden.
1st Mate	W. Fleming.
2nd Mate	P. Wood.
3rd Mate	J. Hood.
Radio Officer	A. McLeod.
Ch. Eng.	W. White.
2nd Eng.	F. Beer.
3rd Eng.	W. Hughes.
4th Eng.	A. Murray.
4th Eng.	J. Thornton.
Electrician	G. Rutherford.
Cat. Officer	T. Robson.
G.P. Steward	J. Rainey.
G.P. Cook	W. Mitchell.
G.P. Cat. Boy	R. Rendall.
G.P. Cat. Boy	J. Anderson.
C.P.O.	W. McBarron.
G.P.1	C. Kirkcaldy.
G.P.1	W. Bryce.
G.P.1	J. Betty.
G.P.1	I. MacKenzie.
G.P.1	A. Dodds.
G.P.1	T. Gardiner.
G.P.1	I. Barclay.
P.O.	A. Hillier.
Nav. Cadet	T. Sloan.

M.V. "CAPE LEEUWIN".

Master	I. Tyrrell.
1st Mate	D. Taylor.
2nd Mate	J. Johnston.
3rd Mate	A. Morris.
Radio Officer	N. Smith.
Ch. Eng.	A. Alexander.
2nd Eng.	G. McEwan.
3rd Eng.	A. Cortopassi.
4th Eng.	D. Carmichael.
4th Eng.	C. Greig.
Electrician	J. McMillan.
Cat. Officer	G. Daddy.
G.P. Steward	P. Mawston.
G.P. Cook	J. Johnston.
G.P. Cat. Boy	J. MacPhail.
G.P. Cat. Boy	M. Jones.
C.P.O.	J. McCormack.
G.P.1	J. Somers-Harris.
G.P.1	J. White.
G.P.1	W. MacLeod.
G.P.1	A. MacDonald.
G.P.1	B. Barron.
G.P.1	J. MacLeod.
G.P.1	R. Ali.
G.P.1	D. Atkinson.
P.O.	K. Humphries.
Nav. Cadet	P. Brennan.
Nav. Cadet	W. Urquhart.

3rd Eng. R. Porteous.
 4th Eng. A. MacMillan.
 2nd Elect. J. Hall.
 2nd Elect. S. Hill.
 Nav. Cadet I. Waters.
 Nav. Cadet J. Campbell.
 Nav. Cadet C. Groundwater.

ON LEAVE

Master S. Readman.
 Master G. Anderson.
 Master F. Dalby.
 Master D. Gordon.
 Master D. Sinclair.
 Master J. Tattersall.
 Master G. Towers.
 Master P. Hall.
 Master N. Walsh.
 1st Mate W. Andersen.
 1st Mate P. Cooney.
 1st Mate J. Purdon.
 1st Mate C. McGregor.
 1st Mate A. Michie.
 1st Mate P. Richardson.
 1st Mate D. Morris.
 1st Mate A. Peebles.
 1st Mate R. Behnan.
 1st Mate R. Gavine.
 1st Mate J. Gaul.
 1st Mate P. Hewitt.
 2nd Mate J. Houston.
 2nd Mate T. Walker.
 2nd Mate P. Flynn.
 2nd Mate J. Melville.
 2nd Mate J. Wood.
 3rd Mate M. Beeley.
 3rd Mate C. Pyper.
 3rd Mate J. Anderson.
 3rd Mate J. Coombe.
 3rd Mate B. Ellis.
 3rd Mate K. Gunn.
 Radio Officer L. Cameron.
 Radio Officer J. Chamberlain.
 Radio Officer D. Humble.
 Radio Officer D. McLeod.
 Radio Officer D. Hynd.
 Radio Officer M. Bird.
 Radio Officer C. Adamson.
 Radio Officer M. Cumming.
 Radio Officer J. Donald.
 Radio Officer T. Blair.
 Ch. Eng. M. Jones.
 Ch. Eng. W. Anderson.
 Ch. Eng. R. Taylor.
 Ch. Eng. R. Durbin.
 Ch. Eng. W. Hughes.
 Ch. Eng. M. Martin.
 Ch. Eng. A. Lounie.
 2nd Eng. T. Campbell.
 2nd Eng. D. Smart.
 2nd Eng. G. Stevenson.
 2nd Eng. D. Pennie.
 2nd Eng. T. Joyce.
 2nd Eng. W. Veitch.
 2nd Eng. W. Wallace.
 2nd Eng. J. Riddle.
 2nd Eng. G. Harrison.
 3rd Eng. T. Campbell.

3rd Eng. A. Harbinson.
 3rd Eng. J. Mair.
 3rd Eng. J. Blackwood.
 3rd Eng. D. Dunlop.
 3rd Eng. I. Kennedy.
 3rd Eng. A. Beaton.
 3rd Eng. H. MacPhail.
 3rd Eng. R. Dempster.
 3rd Eng. A. Gartside.
 3rd Eng. A. Walker.
 3rd Eng. A. Kennedy.
 3rd Eng. R. MacRae.
 3rd Eng. J. Hill.
 4th Eng. R. Wilson.
 4th Eng. T. Brankin.
 4th Eng. C. Tyre.
 4th Eng. W. Drennan.
 4th Eng. G. Clement.
 4th Eng. D. Livingstone.
 4th Eng. D. Bremner.
 4th Eng. D. McArthur.
 4th Eng. V. Caruth.
 4th Eng. D. Melville.
 Jun. Eng. B. Hilland.
 Jun. Eng. M. Law.
 Jun. Eng. H. You.
 Jun. Eng. G. McRea.
 Jun. Eng. R. Adamson.
 Jun. Eng. D. Van Trotsenburg.
 Elect. J. Wightman.
 Elect. R. Walmsley.
 Elect. G. Horwood.
 Elect. J. Matheson.
 Elect. L. Hunter.
 Elect. D. McLellan.
 Elect. R. Knight.
 Elect. P. Cook.
 2nd Elect. W. Peace.
 Cat. Officer R. Diamond.
 Cat. Officer R. Cathcart.
 Cat. Officer A. McGill.
 Cat. Officer I. McDonald.
 Cat. Officer J. Smith.
 Cat. Officer R. Loadwick.
 Cat. Officer J. Swanson.
 Cat. Officer H. Martin.
 G.P. Steward J. Sutherland.
 G.P. Steward J. Whitton.
 G.P. Steward M. Glendinning.
 G.P. Steward D. Sinclair.
 G.P. Steward M. Treanor.
 G.P. Cook T. Jones.
 G.P. Cook J. Cassidy.
 G.P. Cook G. Dunn.
 G.P. Cook J. Ridgeway.
 G.P. Cook J. Dreiman.
 C.P.O. D. Budd.
 C.P.O. M. Wisher.
 C.P.O. M. MacNeil.
 G.P.1 A. Picken.
 G.P.1 D. Thornton.
 G.P.1 J. Morrison.
 G.P.1 E. Brennan.
 G.P.1 E. Smart.
 G.P.1 D. Ferguson.
 G.P.1 W. Taylor.
 G.P.1 J. Scott.
 G.P.1 J. Smith.
 G.P.1 A. MacKenzie.

G.P.1	K. Davidson.	Nav. Cadet	C. Hurst.
G.P.1	H. Sabiston.	Nav. Cadet	D. Smith.
G.P.1	R. MacLeod.	Nav. Cadet	J. MacArthur.
G.P.1	H. Nicolson.	Nav. Cadet	D. Morrison.
G.P.1	J. Sutherland.	Nav. Cadet	D. MacKenzie.
G.P.1	I. MacMillan.	Nav. Cadet	A. Logan.
G.P.1	M. MacInnes.	Nav. Cadet	M. Barrington.
G.P.1	S. Mykytyn.	Eng. Cadet	A. Samuel.
G.P.1	B. McNally.	Eng. Cadet	R. Taylor.
G.P.1	J. Smith.	Eng. Cadet	F. Drever.
G.P.1	D. Haxton.	Eng. Cadet	D. Miller.
G.P.1	E. Murphy.	Eng. Cadet	R. Adcock.
G.P.1	R. Gibson.	Eng. Cadet	J. Lucas.
G.P.1	A. Campbell.	Eng. Cadet	G. Douglas.
P.O.	T. McQuade.	Eng. Cadet	E. Graham.
P.O.	I. Gibbs.	Eng. Cadet	R. Currie.
P.O.	W. Stevenson.	Eng. Cadet	J. Drysdale.
P.O.	T. Kelly.	Eng. Cadet	J. Hannah.
Bosun	A. Hassan.	Eng. Cadet	C. Kinloch.
Nav. Cadet	W. McKie.	Eng. Cadet	D. McClelland.
Nav. Cadet	R. Abercrombie.	Eng. Cadet	M. McLay.
Nav. Cadet	J. Allan.	Eng. Cadet	A. Sinclair.
Nav. Cadet	I. MacKay.	Eng. Cadet	J. Watson.
Nav. Cadet	A. Allan.	Eng. Cadet	S. Beeley.
Nav. Cadet	T. Dunlop.	Eng. Cadet	G. Blackwood.

ON STUDY LEAVE.

Elect.	H. Buchanan.	Eng. Cadet	A. Starrs.
2nd Cook & Baker	D. Taylor.	Eng. Cadet	A. Kennedy.
1st Mate	A. Weir.	Eng. Cadet	W. Moncrieff.
1st Mate	J. McKellar.	Eng. Cadet	A. Brooks.
2nd Mate	N. Battersby.	Eng. Cadet	P. Webb.
2nd Mate	I. McLean.	Radio Officer	D. Wilson.
2nd Mate	R. Richardson.	Radio Officer	R. Boatman.
2nd Mate	I. Herbert.	Ch. Eng.	W. Moore.
3rd Mate	A. Lanfear.	Electrician	A. MacNeill.
3rd Mate	R. Reid.		
3rd Mate	A. MacDonald.		
3rd Mate	H. Hanna.		
3rd Mate	W. Finnie.		
3rd Mate	J. Paget.		
Nav. Cadet	D. Johnston.		
Nav. Cadet	P. Ritchie.		
Nav. Cadet	C. Dowie.		
2nd Eng.	W. Renton.		
3rd Eng.	A. McKinlay.		
4th Eng.	W. Green.		
4th Eng.	W. Muirhead.		
3rd Eng.	R. Liddell.		
3rd Eng.	R. Kennedy.		

ON SICK LEAVE.

Master	K. Dootson.	2nd Elect.	D. Peart.
1st Mate	W. Greatorex.		
Radio Officer	W. McLeod.		
Ch. Eng.	J. Watson.		
3rd Eng.	J. McNeill.		
Jun. Eng.	D. Patterson.		
Cat. Officer	E. Hutter.		
Ch. Steward	H. Scollay.		
Ch. Cook	J. MacKinnon.		
Bosun	J. MacKinnon.		
Bosun	G. Williams.		
Nav. Cadet	D. Wood.		

PORT RELIEF

2nd Elect.	D. Peart.
<u>STANDBY - "BARON WEMYSS".</u>	
1st Mate	A. Dickie.
Ch. Eng.	J. Crosby.

"TEMPLE HALL" - is on Bareboat Charter to B.P.C. and is expected at Nauru on the 27th September to load phosphate for Brisbane and Port Kembla. On completion she will return to Nauru for more phosphate for Eastern Australia.

"CAPE HAWKE" - After sailing from Risdon, Tasmania, on the 21st September with a parcel of zinc blocks and ingots, the ship called at Portland, Victoria, on the 24th September for bunkers. The remainder of the cargo comprises concentrates loaded at Port Pirie prior to the ship calling at Risdon and both commodities will be discharged at Avonmouth. The ship should arrive off Cape Town on the 14th October. She is not fixed beyond Avonmouth.

"CAPE HORN" - is presently at Kobe discharging part of her cargo of bulk wheat loaded at Esperance and Fremantle. The balance of the wheat will be discharged at Nagoya and Yokohama. From the latter port she will ballast across to British Columbia to load potash at Vancouver or Port Moody for Geelong.

"CAPE HOWE" - sailed from Porto Salazar, Angola, on the 20th September with iron ore for Newport, Mon. where we look for her arrival about the 8th October.

"BARON INCHCAPE" - is presently at Antwerp repairing and expects to sail from there on the 5th October. She will ballast to Vancouver and load there, and at Port Moody, potash for Geelong.

"TEMPLE INN" - sailed from Honolulu on the 24th September after discharging there a parcel of barley loaded at Fremantle. She is proceeding towards Vancouver to discharge a parcel of nickel concentrates loaded at Esperance and is due at Vancouver on the 1st October. After discharge she will load there, or at Port Moody, a cargo of sulphur for Adelaide or Port Lincoln. After completing at the latter port she will shift to Port Kembla and load there, and in Queensland, for Prai or Port Klang and Singapore.

"CAPE LEEUWIN" - arrived at Kwinana on the 26th September to load alumina for Nacetsu, Japan, and expects to sail on the 28th September. From Japan she will ballast across to Vancouver, B.C. to load for New Zealand.

"BARON MACLAY" - left Muroran (where she discharged Casablanca phosphate) on the 23rd September for Nauru to load phosphate for Eastern Australia, indicated Cairns and Newcastle, N.S.W. She is due at Nauru on the 1st October. On completion of that cargo she will shift to Victoria and there load grain for Lumut.

"CAPE NELSON" - is expected to sail from Immingham on the 28th-29th September for Port Cartier where she will again load for Immingham.

"CAPE RACE" - sailed from Port Esquivel on the 22nd September for Kubikenborg with a cargo of alumina and is due at the discharging port on the 11th October. She remains on Time Charter.

"BARON RENFREW" - is at Brisbane undergoing machinery repairs.

"CAPE SABLE" - arrived at Lumut on the 19th September with New South Wales grain and expects to sail on the 28th September for Singapore for drydocking and crew change. From there she will sail for Western Australia to load grain for Japan and after that will sail south to Christmas Island to load phosphate for Australia or New Zealand.

"CAPE ST. VINCENT" - arrived at Yokohama on the 22nd September with salt loaded at Shark Bay.

"BARON WEMYSS" - is presently fitting-out at Haugesund and expects to sail from there at the end of October. She will proceed to Casablanca for phosphate for Japan.

"CAPE WRATH" - sailed from Newcastle, N.S.W. on the 26th September having loaded there, and at Wyalla, steel for Singapore, where she is due on 8th October, Port Klang and Abadan. Meantime, she is not fixed beyond Abadan.

"CAPE YORK" - After being weather-bound off Nauru from 31st August until 13th September, this ship arrived at Albany, W.A. on 25th September and expects to sail on 2nd October. From there she will shift north to Shark Bay to load for Japan, thereafter returning to Nauru to load for Western Australia, indicated Kwinana.

C O N T R A C T

Until just two or three weeks ago the freight market was continuing at a very low level. Fortunately, there has been some improvement very recently but obviously it is too soon to predict whether this is short-term or the start of something better. We still have some contract cargoes left over from better times and these assist materially in lifting the level of earnings.

As you are aware, many vessels have been laid up during the last twelve months but S.S.M. is hoping very much to be in the happy position of avoiding this drastic action and employment for vessels is reasonably satisfactory. We are well poised to take the benefit of this betterment in the level of freights presently showing.

The poorness of the market does prevent us bringing our ships home as frequently as we would like, due to the fact that remunerative outward business from the U.K./Continent is almost unobtainable. This is the reason for keeping some ships out East and making an expensive crew change and limiting homeward shipments to our contract commitments.

As a result of the change in trading patterns over the past year, the average voyage length has extended over what was previously experienced. The number of ships remaining in outside waters throws the Company into a massive and costly repatriation problem. We are confident that our Officers appreciate the situation, which is not of our choosing. Our intention still remains to relieve Officers and Ratings after a reasonable period at sea while requiring to take into account the economics of the situation. We will communicate regularly and we hope, effectively, keeping ships' personnel informed with regard to our intentions for crew changes, whether this be complete, staggered, or individual changes.

It is of interest to note that the "Cape Grenville", which is due to enter service in January, 1973, is to be fitted with two Werkspoor TM 410 four-stroke medium-speed engines of 6,000 h.p. each. These engines have established a solid reputation for reliability, low lubricating oil consumption, low cylinder liner wear and low piston ring wear. It is hoped that the introduction of these engines will result in a very considerable reduction in the amount of main engine maintenance work in this vessel.

The Minutes of Management Committee Meetings which have been coming to the Office over the past few months are very encouraging. These Minutes are circulated through all interested departments, thereby ensuring a full coverage input of information, which is most valuable. It would appear that Meetings are now being held on a regular basis and that the G.P. system will require constant effort and attention to ensure its efficient running and on-going development. However, it is felt that the initial groundwork has been done and on most ships seems to be proving effective. We thank Masters and Officers for their co-operation in reporting not only the main Management Meetings, but also the Safety and welfare Committee Meetings.

The Financial Accountant takes this opportunity of thanking ships' personnel for their promptness in submitting Repairs and Survey forms. Estimates have been reasonably accurate and have assisted in the presentation of Monthly Expenditure Reports.

Once again, we would emphasise the need for Officers to exercise a high degree of commitment to the problem of reducing costs and increasing effectiveness. The Company requires this kind of response if it is to ride the present depressed market position and emerge with all resources at the 'go' position in order to take optimum advantage of the better business opportunities which, it is hoped, will present themselves in the not too distant future.