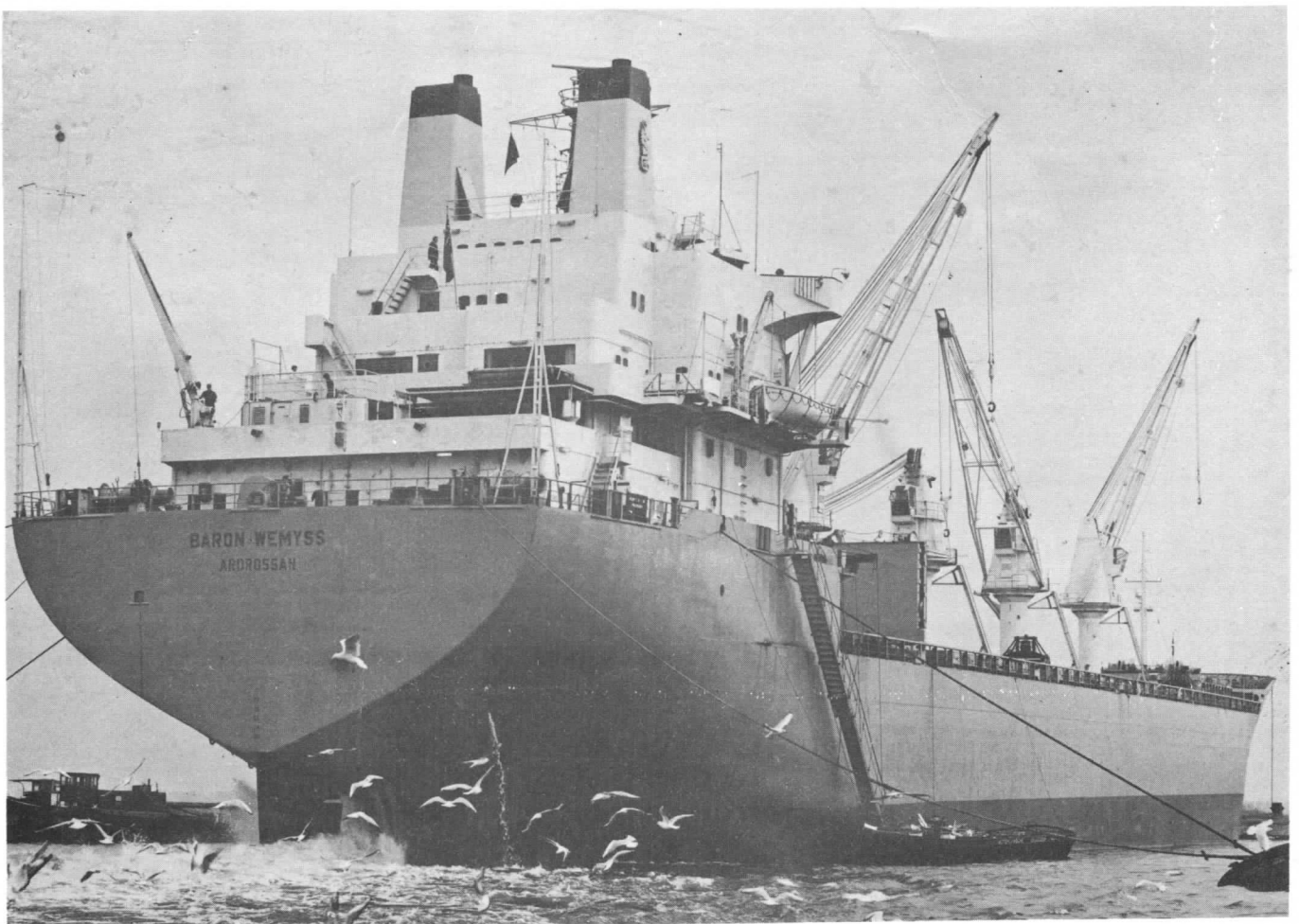


TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "BARON WEMYSS"

No. 23 WINTER, 1974/75

EDITORIAL.

1975 is now well under way.

It is the first year since the first Ruston-engined ship entered service that S.S.M. can be said to have all ships in the fleet fully operational.

The various set-backs which have beset us in recent years and, in particular, the re-engining of the Ruston ships, are now over and we hope that we can look forward to a period of more stable trading.

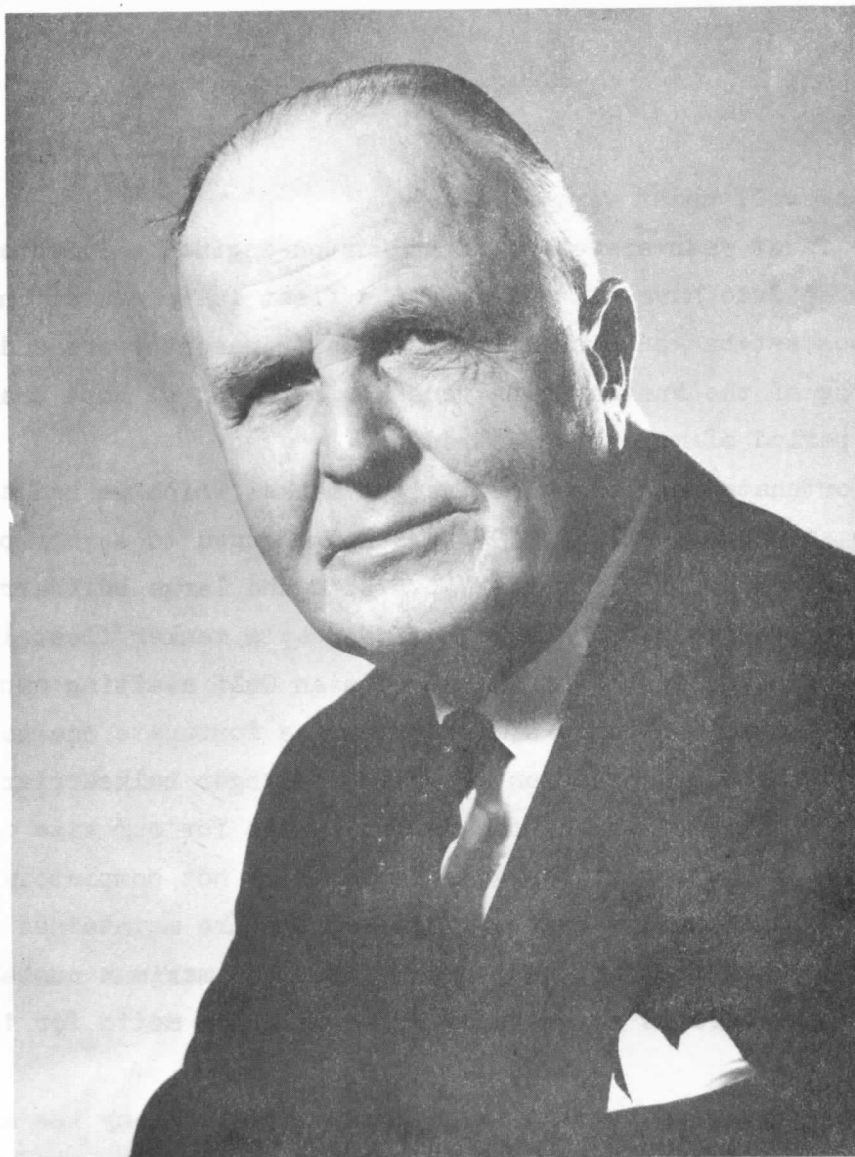
It is unfortunate that the good freight market which we had during the first part and into the second half of 1974 has now changed to a very poor market. It is certainly extremely poor for the V.L.C.C.'s and large bulkcarriers. (It is reported in the Press that one-quarter of Norway's tanker fleet is laid up with a further 1.5 million tons lying in the Persian Gulf awaiting employment.)

The strange feature of today's market - and a fortunate one so far as we are concerned - is that the depression affects the larger bulkcarriers more severely than the smaller ones and whilst the current rates for our size of ship are well down compared with last year, they are fortunately not completely uneconomic. Nevertheless, we must ensure that all our vessels are maintained in a thoroughly efficient state, that they are kept trading for the maximum number of days in the year and that there is no waste of any kind. The motto for 1975 must be - 'Tighten Our Belts'.

S.S.M.'s first year of trading as an independent company was a very good one and a reasonable profit was made. Unfortunately, 1975 does not show the same promise at the present time. This is chiefly due to the alarming increase in overheads.

Mr. Peter Smith, our Marine and Personnel Director, is presently on a tour which includes Singapore, Indonesia, Australia and Iran. Mr. John P. Walkinshaw recently left on his annual pilgrimage to Australia, which also includes a call at Singapore on this occasion. We wish them both safe journeys.

We are very pleased to report that Mr. Norman K. Bowers, our Technical Director, has been awarded the Denny Gold Medal for 1974 for his Paper on Medium Speed Diesel Engines in Bulkcarriers. He read this Paper to the Institute of Marine Engineers (at the Royal Institute of Naval Architects) in London on the 3rd December, 1974 and it evoked great interest and has been very favourably referred to in the Technical Press.



Dr. J. Percival Agnew

Dr. J. Percival Agnew retired from the Board of Lyle Shipping Company at the end of December, 1974, having been Chairman for nearly ten years. This period was notable for the many changes which took place and his last years of office were particularly eventful.

The unfailing courtesy with which he treated both senior and junior colleagues gained him many friends. He placed Lyle in the forefront of his many interests and his loyalty to the Company and its Associates was absolute.

It is not necessary to dwell here on his kindly nature as it is widely known, not only to us in the Office, but to many at sea and elsewhere. He will be missed by his many friends in the Organisation who join us in wishing him many years of good health and happiness in his retirement.

In recognition of his valuable services, the Lyle Board have appointed him Vice President of the Company.

On 1st March, 1975 Mr. Edward Robertson (see TRIAD No. 7, Winter 1969-70), who has been Cashier of Scottish Ship Management Ltd. since the Company was founded in May, 1968, joined the Accounts Section of the Hogarth Group of Companies.

His place as Cashier of S.S.M. Ltd. has been taken by Mrs. I. Dickie (see TRIAD No. 19, Summer/Autumn 1973) and she will be assisted by Miss M. Sinclair.

Mr. W. Anderson has joined the Technical Department as Superintendent Engineer for the newbuildings.

Mr. R. Rafter has come ashore and is with the Technical Department as Spares Co-ordinator.

Miss Anne Thorburn joined the Data Processing Department on 1st December, 1974. She replaces Miss Sandra McCorquodale who left for a six-month working holiday in New Zealand.

Brian Getty joined the Staff on 17th February, 1975 as an Office Junior.

Our congratulations to Mr. Foo Mun Lo (Development Engineer, Technical Department) and Mrs. Lo on the birth of their child recently.

A most enjoyable Office Dinner-Dance was held on Friday, 6th December at the Exchange Restaurant, Glasgow, when about 140 attended. A very pleasant time was had by everyone and this opportunity is taken to thank the Company for its generosity.

Among the guests were Chief Engineer and Mrs. W. Hughes and we have received a most appreciative letter of thanks from them for being invited and stressing how much they enjoyed the function.

The Annual Dinner of the Glasgow Shipowners' and Shipbrokers' Benevolent Association was held in the Albany Hotel, Glasgow, on 12th November, 1974, with Dr. J. Percival Agnew, O. St. J., D.L., LL.D., C.A. as President. The Principle Guest was Mr. J. Lindsay Alexander, President of the Chamber of Shipping of the United Kingdom. A party of forty-four, including guests, attended from the Office.

During early December we were pleased to welcome in Glasgow Mr. Jan Oppl, of Universal Charterers, Sydney, N.S.W. Mr. Oppl represents that company in Sydney in chartering operations. After leaving Glasgow, Jan Oppl travelled to Bergen, Norway, to visit his family.

We were sorry to learn of the sudden death at the end of January of Mr. F.H.J. Dieperink, Managing Director of Amsterdamsche Droogdok-Maatschappij N.V. Mr. Dieperink had been with Amsterdam Drydock Company for nearly twenty-seven years.

The Cover Photograph on this occasion shows "Baron Wemyss" undergoing moored trials at Amsterdam after re-engining. We are indebted to Amsterdam Drydock Company for permitting us to use the photograph.

PERSONNEL NEWS (see also Page 5)

Our congratulations to :

Mr. T. Walker, Chief Officer, on passing his Master's Certificate.

Mr. S. Maxwell, Chief Officer, on passing his Master's Certificate. (This is a fine performance considering he only returned to sea three years ago after an absence of twenty years).

Mr. L. Morrison, Second Officer, on passing his Master's Certificate.

Mr. S. Taylor, Third Engineer, on passing his Second Engineer's Certificate.

Mr. K. Williams, Third Engineer, on passing his Second Engineer's Certificate.

Mr. P. Murray, Radio Officer, on successfully gaining the new M.P.T. Certificate.

Mr. Ray Adcock and Mr. Gilbert Douglas on successfully completing their Cadetships. Both are now sailing as Junior Engineers.

Congratulations are also due to :

Mr. D. McLelland, Electrician, on his recent engagement.

Mr. M. Robson, Third Engineer, on his recent marriage.

Mr. and Mrs. S. Beeley on the birth of their child during October, 1974.

Mr. and Mrs. L. Morrison on the birth of their son during January, 1975.

Mrs. Theresa Coyle.

After many years of loyal service as Tea Lady, firstly to Lyle Shipping Company and latterly to H. Hogarth & Sons Ltd. and Scottish Ship Management Ltd. as well, Mrs. Theresa Coyle has retired and a Presentation was held for her in the Office on 22nd November, 1974. This happy occasion was tinged with some sadness at the thought that her cheery face would not be seen each day in the Office but everyone joined in wishing her health and happiness.

In addition to receiving a gold watch and a wallet from the Staff, other presentations included cheques, a suede handbag and a bouquet of flowers.

Mrs. Coyle's place has now been most ably filled by Mrs. Margaret Lawrence (see TRIAD No. 20).



Mrs. Coyle and Mr. James Begg at the Presentation

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Radar Sets : Ships' Radio, Deck and Electrical Officers will be interested to learn that the Raymarc 12" and Terma Radars will be gradually phased out and be replaced by a Compass Stabilised 12" Decca Model.

The Decca sets are extremely difficult to obtain but a good start has been made and five sets have been allocated for early delivery and installation in 1975.

The replacement sets will be on a Hire Maintenance Agreement. The sets ordered for the Govan ships will be bought outright.

In addition to reporting the above information, the opportunity is taken to thank all those Officers who have spent considerable time in keeping the original sets going and to those Officers who had to do without the benefits of Radar when it could have been most useful.

Cyphers : An exercise in the use of Cyphers was organised by the Ministry of Defence last July.

The results of the test, which were received during December, 1974, in which many British ships participated, indicated that the Master and Officers of the "Cape Sable" did extremely well.

This opportunity is taken to register our congratulations to those Officers.

After being with Lyle Shipping Company and then with Scottish Ship Management for twenty years, we are sorry to have to report that Mr. J. Loughran, Chief Engineer, has had to leave owing to ill health.

Mr. P. Docherty, who has been with the Company for a few years, recently passed his Chief Engineer's Certificate in Glasgow. He has now returned to his homeland - Australia.

Some older readers will perhaps recall Ian A.W. Williamson, who joined H. Hogarth & Sons as an Apprentice in April, 1933. They will therefore be sorry to learn that Captain Williamson died on 2nd May, 1974 on board his ship, "Clan Macnair". He was buried at San Lazaro Cemetery, Las Palmas. He leaves a widow and two daughters.

CAP BADGES : Contract Officers and Cadets are advised that a free issue of the newly-designed Cap Badge is now available. Those who are interested should contact the Personnel Department in the Office.

FLEET NEWS (as at 25th February, 1975)

"BARON ARDROSSAN" is presently discharging part-cargo at Sydney, N.S.W. and expects to sail from there on the 28th February for Melbourne and Adelaide, where the balance of the cargo will be discharged. She is expected to complete at the last-named port on the 12th March.

From Adelaide the ship will return to the Australian East Coast and load, possibly at Newcastle, N.S.W., for Indonesia.

"BARON BELHAVEN" continues on Time Charter and is due at Chaguaramus about the 1st March to load for Port Alfred. During the ship's recent call at the latter port she was delayed in the Saguenay River by ice over three feet thick.

"BARON DUNMORE" expects to sail from Bunbury, Western Australia, on the 26th February for Nauru, where she will load phosphate for Western Australia. From Western Australia she will proceed to Singapore for drydocking prior to calling at Christmas Island to load for New Zealand.

"CAPE GRAFTON" sailed from Pointe Noire on the 2nd February with cargo for Japan, indicated Tachibana and possibly Hachinoe (Hokkaido) and passed Singapore on the 28th February.

Meantime, the ship is not fixed beyond Japan.

"CAPE GRENVILLE" expects to sail from Geraldton on the 25th/26th February for Fremantle, where she will load for Indonesia.

She has not yet been fixed beyond Indonesia.

"CAPE HORN" is expected at Niigata on the 1st March to commence part-discharge of a cargo loaded at El Aaiun. The remainder of the cargo will be discharged at Kushiro. From this latter port the ship will sail for Nauru to load for Eastern Australia.

"CAPE HOWE" Having sailed from Murmansk on the 13th February, this ship arrived at the Tail of the Bank on the 20th February and is awaiting a discharging berth in Glasgow, which should be available on the 1st March. It is hoped that she will sail from Glasgow on the 3rd/4th March. She may then proceed to Narvik to load for Newport, Mon.

"BARON INCHCAPE" After loading cargo at Newcastle and Sydney, N.S.W., this ship sailed for Lumut, where she is due on the 27th February to discharge. On completion she will move south to Singapore to drydock and is expected to sail from Singapore on or about the 12th March.

"CAPE LEEUWIN" sailed from San Francisco on the 2nd February with cargo for Ujung Pandang and Djakarta and is due at the former port on the 25th February. From Djakarta she sails to Christmas Island to load phosphate for New Zealand.

SEASTAFF FOURTEEN

The following members of Seastaff attended; P. Brooks, Chief Officer; P. Flynn, 2nd Officer; E. Good, Chief Engineer; A. Harbinson, 3rd Engineer; J. MacNeil, Radio Officer; J. McGurk, Catering Officer; D. Noble, Electrician; C. Richardson, Second Engineer; and J. Thomson, Radio Officer.

The Meetings opened on Monday and subsequent mornings at ten a.m. on the 4th November, 1974 and ended each day at 1630 hours. The last Meeting closed at 1530 hours on Friday, 8th November, 1974.

We had speakers from all departments in the Office. I will not mention any names as they were all very good in explaining their particular role. I, for one, got a good idea of how the Office Staff ran the shore side of the Company and I am sure the others participating in Seastaff 14 did also. We all know that snags (otherwise known as headaches!) happen in all walks of life but I now realize what some of those headaches are like when dealing with huge sums of money.

The Seafarers' points of view, difficulties and in certain cases co-operation with the Office were discussed, which I am sure the Office Staff understood. All these meetings and discussions were undertaken in a very pleasant mood and with understanding on both sides.

I have no hesitation in stating that these Seastaff Meetings are beneficial both to the Office and Seafarers alike and I hope that they will continue and carry on the good work. They make for better feeling and co-operation between all departments, both ashore and at sea. I just wish that this idea had been inaugurated when I went to sea in the Twenties. In those days, and until recently, the Office was like M.I.5 to seafarers!

I thank all the Office Staff for their kindness to us while at 40 Buchanan Street.

P.V. Flynn.



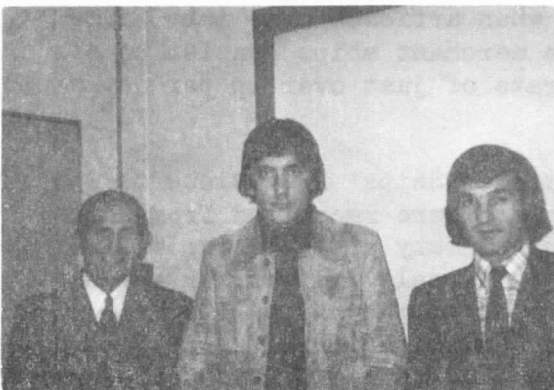
Left : Chief Officer P. Brooks
Right : Second Officer P. Flynn

SEASTAFF FOURTEEN

Left : Third Engineer A. Harbinson
Right : Electrician D. Noble



Left : Catering Officer J. McGurk
Right : Chief Engineer E. Good



Left : Radio Officer J. MacNeil
Centre : Second Engineer C. Richardson
Right : Radio Officer J. Thomson

Philip E. Drinkwater

As I look out of my office window in Walsingham House on to the historic 15th century church of St. Claves and within sight of the Tower of London, I am reminded of the words of Sam Pepys who, in his famous Diaries, wrote :

"Englishmen, and more specially seamen, love their bellies above everything else, therefore it must always be remembered in the management in the victualling of the navy that to make an abatement from them in the quantity or agreeableness of their victuals is to discourage and provoke them in the tenderest point, and will soon render them disgusted with the King's service than any other hardship that can be put upon them".

Walsingham House stands within a few feet of the site of the Navy Office where Samuel Pepys lived and worked and the church opposite is where he worshipped and was buried. Often described as 'the father of the Civil Service', Pepys, a great naval administrator, was not only aware of the supreme importance of Britain's maritime strength for both trade and defence, but was fully conscious at that time of the appalling conditions which seamen faced, not least amongst them the poor quality and condition of the food which they were often compelled to eat on voyages that were long and arduous. Perhaps it was Pepys' own love of food (his rotund figure suggests it) which made him so conscious of the needs of seamen, for he dedicated much of his time to supervising the victualling of ships. A vessel would be away for a long time, without contact, and might even never return.

It is not for me in this article to extol the virtues of Sam Pepys - his own superiority in this respect is evident from his Diaries. Pepys lived during the mid-seventeenth century, a long time ago, and although he was mainly concerned with fighting ships, his influence in all branches of shipping was considerable, especially in areas where the gap between legitimate trade and privateering was frequently closed. His recorded thoughts, therefore, were probably the first record of Government being concerned for seamen, realizing that palatable food was not only essential for strength and health, but was also a morale builder. It was realized then that good food satisfies three of the main senses and takes priority over all others, including those which receive so much publicity these days.

Samuel Pepys' remarks were only a fore-runner of similar remarks by great men pointing out the importance of good food as a vital contribution to a main objective. The words of Napoleon Bonaparte are probably the most well known and an army marching on its stomach did not confine itself to the French. But in spite of Pepys' influence, it was not until 1787 that the first statutory reference to food was made in connection with ships, followed by action in 1789 relating to slave traders. Then followed a gap of half a century until 1844, when articles came into force which embraced a very small Scale of Provisions in merchant ships consisting of bread, beef, pork and wine. Compensation at the rate of just over 1p per day would be provided in the event of short rations.

In 1892 the Board of Trade set up an Inspectorate of Ships' Provisions to inspect the provisions and water on board British ships; staff were recruited from ships' stores merchants. In the early part of the present century an Inspector was mainly concerned with the examination of barrels of salt beef, salt port, flour and salt-cured fish and these items remained as the most important until the 1930's - certainly throughout the coal exporting boom which saw ships lining up to load coal and tramp masters retiring to their country cottages and farms in North Wales whilst still in their early forties.

In those early days shipowners gave the master a fixed monetary allowance for each member of the crew. The master authorized the purchase of provisions and depending upon the generosity of his owners and the skill and honesty of his chief steward, he made either a profit or a loss.

Between the wars a square, insulated ice-box was devised which had an insulated lid capable of keeping ice solid for several days. And so, at last, ships were able to take fresh meat to sea - even a few days supply was a respite from salt beef and pork and the problems of the occasional live animal. These ice-boxes were of limited

cubic capacity and were usually fixtures on the main deck. A coating of coal dust on the meat from time to time was of no consequence - this would not spoil the eating quality providing the meat was fresh, as many of our more senior seafarers will verify. The depression years of the early thirties retarded progress and development in many fields, including refrigeration, to the extent that even in 1939 ice-boxes were still in use on board many cargo vessels.

After the war shipping companies became more conscious of the need for central control, bulk and competitive buying of food from selected and authorised merchants and of relieving masters of the responsibility of a system which left much to be desired. Ashore, catering departments were strengthened or set up under the supervision of a catering superintendent and a more flexible monetary allowance set as a target. Most of the bills were settled through company head offices and the chief steward on board only purchased, when abroad, fresh vegetables, fruit and other essential replenishments of fresh food.

Gradually, as new ships were built to replace our much-depleted merchant fleet, far more consideration was given to the modern needs of catering for our seamen. Saloons, galleys (now called kitchens), storerooms and refrigerators with deep-freeze chambers were planned and given adequate space, no longer being considered a debit against the cargo-carrying space but rather as an investment.

The British Government ratified an agreement reached at the ILO Conference in 1946 between maritime nations which included responsibility for a proper standard of food supply and catering service for the crews of its sea-going vessels. For this purpose the British Civil Service was well equipped. The Inspectorate, somewhat depleted through non-recruitment during the war, was given new life in 1948 through a transfusion of younger men with sound technical knowledge and experience. Some of them had catering experience at sea and practical knowledge of the problems and innovations in providing the catering amenities so essential in an industry which, for the first time this century, found itself competing for labour. A tremendous improvement in ship structure was under way which the catering department shared as the result of a new recognition by shipping companies.

And so to the Merchant Shipping Act of 1970. It is still considered necessary to give authority to an Inspectorate of Ships' Provisions and to provide a statutory scale of provisions. In spite of the glowing picture of the modern ship giving visions of 'haute cuisine' and 'all mod. cons.', near perfection has not yet been achieved, although the standard and variety is high. Nevertheless, in spite of all these improvements - which would have brought joy to the heart of Sam Pepys - high temperatures, humidity, human and mechanical failings, non-availability of replacements, food of lower quality in many places abroad, hazards of modern production, even lack of knowledge, all contribute to some failures in meeting the objective of palatable, well-cooked meals in an environment where there is no alternative choice, except when a ship is in port.

The advances made in micro-biology by food chemists and entomologists have not eliminated the common weevils or prevented entirely enzyme action, rancidity, oxidization and general deterioration of food when it is incorrectly handled, stored or prepared. On the contrary, modern food production subjects many foods to more rapid deterioration when outside their perfect storage environment. Drinking water can still be invaded by harmful bacteria where strict cleanliness, chlorination or sterilization is not being observed. Toxic effects on stomachs still occur at sea, outside those upsets caused by storm and tempest. Last, but by no means least, a seaman has been known to complain from time to time without justification, blaming the food when conditions have become trying on a difficult voyage. An Inspector, with his knowledge, experience and impartial judgement, is usually able to identify complaints of this nature.

Many of those whose work is closely connected with the shipping industry recognise the needs of the British seaman, of whom today there are nearly 90,000 sailing under the Red Ensign. Their present-day standard of catering may be higher than our own, but surely more than ever in these days of economic and social change this is justified and needs our continued support.

Mr. Drinkwater is Chief Inspector of Ships' Provisions, Marine Survey Office, London, and we are grateful to him for his permission to reprint the foregoing article in TRIAD.



"Seaforth Champion"

On the 10th January, 1975 the newest of Seaforth Maritime's fleet was named. The "Seaforth Champion", the first of the Company's Phase II tug/supply vessels, was christened by Mrs. Muriel Kirkby, wife of BP's General Manager, U.K. Exploration and Production.

Along with her sister-ship "Seaforth Saga" - which is expected to be delivered in March - "Seaforth Champion" will go on charter to BP for five years and will operate out of Dundee.

In command of "Seaforth Champion" is Captain Ray McCrohon, who is one of Seaforth's longest-serving employees and who was originally shore-based as the Company's senior captain and rig towage supervisor.

The vessel's overall length is almost 200 feet, her main engines develop 6,160 b.h.p. which gives her a speed of fourteen knots; she has a bollard pull of eighty-four tons and is classed +100A1 at Lloyds.

With the delivery of "Seaforth Champion", Seaforth now has five ships in operation and the remaining three of the Phase II vessels should be delivered by April.

The third series of four vessels are scheduled for delivery two in the Autumn of 1975 and two in 1976.

A short history of Anglo Canadian Shipping Company Limited appeared in TRIAD No. 21 and on this occasion we are including the history of The Adelaide Steamship Company Limited.

THE STORY OF THE ADELAIDE STEAMSHIP LINE

A house flag, blue cross on white ground with red star in the centre, flies outside 123 Greenhill Road, Unley, the handsome new Head Office of The Adelaide Steamship Company Limited. This is a flag which has flown from the mainmast of over a hundred of their ships plying to most of the ports of Australia during the ninety-nine years' history of the Company.

The flag has an honourable record. Associated with the Company's funnel colours of yellow and black, it is the symbol of the enterprise of South Australian pastoral and commercial families which, in 1875, under the chairmanship of Mr. R. Barr Smith, founded a Company with a paid up capital of £60,000 which rose rapidly to the forefront of Australian shipping activity.

The Company's original object was to cater for the inter-colonial trade between Adelaide and Melbourne. Two fine steamers of 716 gross tons, 14 knots, with excellent passenger accommodation were built, the "South Australian" and "Victorian", which quickly gained favour with passengers and shippers.

The year 1882 saw rapid expansion. The Company purchased the fleet of seven vessels of the Spencer's Gulf Steamship Company, and the "Penola" and "Ferret" (TRIAD No. 7 - Winter 1969/1970- included an article about the latter ship) trading to the South East ports of South Australia, and ordered a passenger vessel of 1,800 tons to become the popular steamship "Adelaide".

Services were extended to Sydney in 1887 and entry was also made into the Newcastle coal trade. In the early nineties there were lean times due to competition and the great Broken Hill strike in 1892. However, in 1893 activities were extended to Queensland following a contract with the Colonial Sugar Refining Company for carriage of raw sugar to Southern ports.

A great impetus was given to the inter-colonial seaborne trade by the gold rush to Western Australia. In 1895 The Adelaide Steamship Company, to cope with traffic, provided the elegant passenger vessels "Wollowra" and "Marloo", each of 2,628 tons, as well as "Innaminka", "Bullarra" and "Adelaide". The Company also plied in the far North West cattle trade.

The Federation of the Australian States in 1901, with the freeing of inter-state customs barriers, the growth of manufacturing industries and the resulting increase in coastal trade, was followed by major developments for The Adelaide Steamship Company and its contemporaries.

The Company itself had expanded to such an extent that reconstruction was necessary in 1900, when paid up capital was increased to £507,175. The fleet had increased to thirty-one vessels with a total gross tonnage of 38,023 tons, and branches and agencies almost encircled the continent to cope with the Company's passenger and cargo business. The coal carrying trade had assumed considerable proportions by this time and to ensure continuity of cargoes an interest was secured in collieries on the Maitland Field, near Newcastle.

Early in the century the passenger vessels "Yongala" and "Grantala" were built to maintain the Company's prestige in the passenger trade. They enjoyed great popularity, but disaster came with the loss of "Yongala" and all souls aboard in a cyclone off the Queensland coast in 1911. The fine new passenger steamer "Koombana" met a similar fate off the North West coast of Western Australia in 1912.

The outbreak of World War I resulted in the Company's almost brand new interstate passenger steamers "Wandilla", "Warilda" and "Willochra", each of 8,000 tons, being requisitioned for naval service as troop and hospital ships. The "Warilda", serving as a hospital ship in the English Channel in 1918, was

torpedoed with the loss of many lives.

The remaining vessels of the Company's interstate fleet were requisitioned by the Commonwealth Government to serve Australian needs to the utmost advantage.

The building of the East-West railway influenced the Company's disposal of the passenger ships "Wandilla" and "Willochra" at the end of the war. However, a number of large and small cargo vessels were acquired. Later in the '20's it was decided to build the motor cargo vessels "Mundalla", "Momba" and "Mulcra" which quickly showed their worth.

The motor vessel "Minnipa" arrived in 1927, to maintain a twice-weekly passenger and cargo service between Port Adelaide and Port Lincoln and Tumby Bay until she was sold in 1960.

The building of the motor vessel "Manunda" in 1929 signified the Company's re-entry into the interstate passenger trade and represented the culmination of the Company's policy in changing over to motor vessels.

The South Australian "Gulf Trip" vessel "Moonta", built in 1931, became one of Australia's famous holiday ships until she was sold in 1955.

The Depression years of the early thirties hit the Australian shipping companies hard. Many ships were tied up but the Company tightened its belt and looked after its loyal staff.

A second interstate passenger ship, the well known luxury liner "Manoora" of 10,856 tons, carrying 350 passengers, took up service in 1935.

Four large cargo steamers were also built in the late thirties. These were "Barossa", "Bundaleer", "Beltana" and "Bungaree".

The outbreak of World War II in 1939 saw mobilisation for total war, with ships figuring prominently in service requirements. "Manoora" was requisitioned almost immediately by the Royal Australian Navy and converted into an armed merchant cruiser, when she patrolled the Pacific sea lanes and assisted with convoy duties. Later, she was transformed into a landing ship - infantry and took part in many actions in the Pacific.

"Manunda" became a hospital ship and many Australian servicemen invalided home from service in the Middle East and the Pacific islands remember her with gratitude. Although damaged by a bomb during the Japanese raid on Darwin in February, 1942, "Manunda" was able to evacuate many wounded to Fremantle.

A number of the Company's cargo vessels, large and small, served with the Australian or American navies and, as in the First World War, the Company's remaining interstate vessels were time-chartered by the Commonwealth Government.

"Morialta", newly built for the Spencer Gulf trade, served at Scapa Flow and was honoured by King George VI as the ship from which he reviewed the Home Fleet.

With peace came the great task of rehabilitation and reconditioning of ships hard used in war service. The Company's cargo fleet was derequisitioned in 1947, but it was an unsettled and difficult period of readjustment on the waterfront, with a shortage of waterside labour and congestion in ports, while waterside workers and seamen continually resorted to strikes and hold-ups in an endeavour to gain unreasonable ends.

The passenger liners "Manoora" and "Manunda" returned to the interstate passenger trade after extensive refitting and experienced great popularity with a holiday-hungry public. However, due to advancing age, the Company decided in 1955 to dispose of "Manunda" after her long and faithful service, and "Manoora" was sold in August, 1961.

It was vital to overtake some of the lag in replacement of cargo vessels which occurred during the war and two 6,000 tons deadweight interstate cargo steamers, "Baroota" and "Borda", built in Australia, were placed in commission

in 1951 and 1952. Both these ships were sold in 1961.

"Minkara", 3,500 tons deadweight, and "Marra", 1,400 tons deadweight, and both built in Scotland, were added to the fleet in 1954 and 1955.

The North Queensland sugar lighterage fleet was also strengthened with three replacement motor vessels.

Due to mounting operating costs, the Company had to consider the change in nature of cargoes which could be economically carried by sea. Much general cargo between short-haul ports had been lost to road and rail transport and the emphasis was more and more being placed on the Company's ships transporting bulk cargoes. The bulk-carrier vessel "Mundoorra", of 5,002 tons, was built for the Company in 1959 by Evans Deakin & Company, Brisbane. Bulk cargoes carried were sugar, coal, gypsum, salt and iron ore.

The Company's operations have for many years been assisted by its subsidiary companies. The Waratah Towage Division operates at Sydney, Newcastle and Port Kembla and the Ritch & Smith Division provides tug services at Port Adelaide, Port Pirie and Whyalla. Tugs are also operated at Fremantle, Albany and Port Hedland.

On 11th May, 1961 the last addition to the Company's fleet was launched at Brisbane. She was the roll-on/roll-off cargo vessel "Troubridge" of about 2,000 tons, which was specially designed to carry loaded semi-trailers, as well as motor cars and passengers between Port Adelaide, Kingscote and Port Lincoln. "Troubridge" was commissioned in November, 1961. The sea service to Port Lincoln was discontinued after December, 1970 and a subsidiary company now operates a service by road. "Troubridge" was sold to the South Australian Government on the 30th June, 1972 and is now operated on behalf of the Highways Department by a contractor. The Company had found it uneconomic to operate the ship due to rising costs and declining cargoes.

In January, 1964 the interstate fleet of The Adelaide Steamship Company Limited was taken over by Associated Steamships Pty. Ltd., a company formed in conjunction with their colleagues McIlwraith McEacharn Ltd., to merge their interstate shipping interests in which the Company retains a considerable investment.

Other activities are the Engineering Division at the Adelaide suburb of Royal Park, which undertakes ship repair work and general engineering, a pastoral property in South Australia, a real estate business in Western Australia, a vineyard in the Hunter Valley, New South Wales, and interests in lighterage and port servicing craft in New South Wales, Queensland and Darwin, as well as coastal craft in Papua, New Guinea.

An important service is provided by the Company, which acts on behalf of a number of overseas shipowners at ports around Australia, either through its own offices or through agents.

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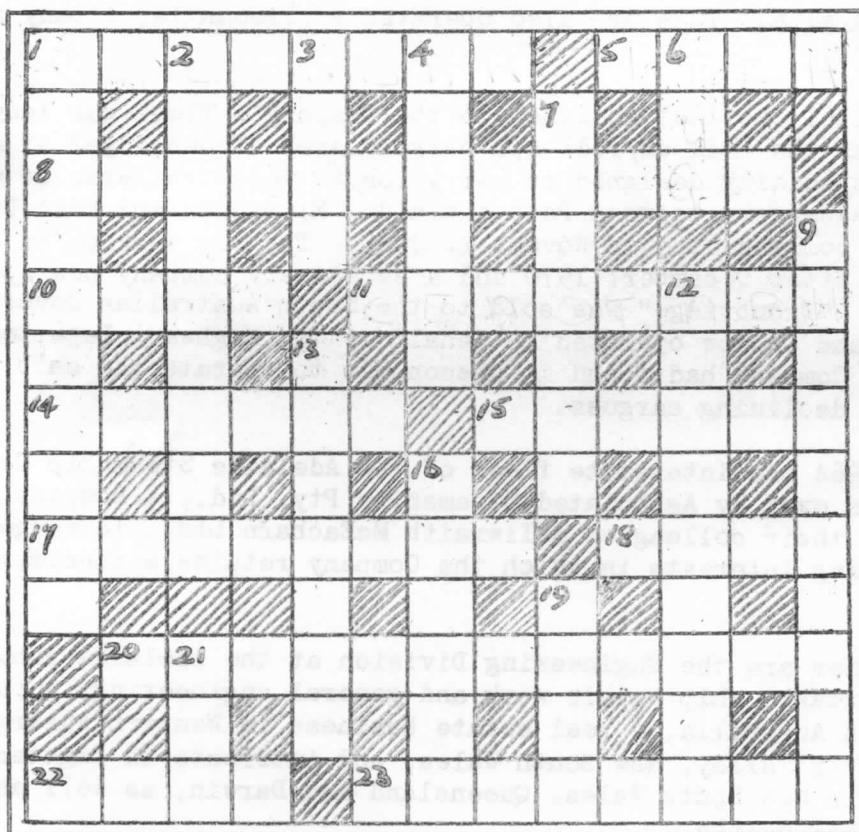
It was reported in December that the "King George V", one of the Scottish west coast's best known veteran steamers, is to be withdrawn from service and sold.

She was built in 1926 by William Denny and Brothers Ltd., Dumbarton, and took up the Oban-Staffa-Iona run in 1936. More recently she was engaged in summer cruising from Oban, a service now being taken over by the m.v. "Columba".

The General Manager of Caledonian MacBrayne Ltd. has said that the ship's departure is a decision taken with great reluctance. It was reached because of declining summer business, mounting operating costs and the current economic climate. The company considers that the three-day package cruise to the Inner Hebridean islands on board the "Columba" is an attractive addition to the facilities from Oban. Sleeping accommodation and all catering facilities will be provided aboard the ship.

The "King George V" distinguished herself during the war, making six trips to Dunkirk in May, 1940. Her master and chief engineer on those occasions both received the D.S.O. and her bosun was awarded the D.S.M. She was later used as a troop ferry at Gourock.

- Across :
1. List of days (8)
 5. It comes in a seven year cycle, so they say (4)
 8. Preliminary statement (12)
 10. Fruit (4)
 11. Monument to the dead (8)
 14. Ginger group for the negro (6)
 15. Whipped (6)
 17. Embraces (8)
 18. Narrative poem (4)
 20. Boss of the R.N.? No, he is really a flier (5,7)
 22. Used on the fiddle (4)
 23. Within limits (2,6)



- Down :
1. Ape (10)
 2. Drowsy (9)
 3. Midday (4)
 4. Mental sharpness (6)
 6. Needs more than one for a tow (3)
 7. Smoothed (7)
 9. Means of communication (5,5)
 12. Name of drug (9)
 13. Adds again (7)
 16. Violent wrench (6)
 19. Short for ammunition (4)
 21. Chop (3)



Mr. Hugh Clark

Hugh Clark joined S.S.M. to head up the personnel function in 1971. He is a Fellow of the Institute of Personnel Management and a member of the British Institute of Management. He has been engaged in the personnel activity in the steel industry and, prior to joining S.S.M., was Personnel Manager with a U.K.-based subsidiary of an American company manufacturing diesel engines.

He is an active church man and this activity finds its expression in the public speaking, musical and administrative spheres. He is also interested in golf, motoring and home movies.

Mr. Clark is married with two daughters and lives in Motherwell.

Miss Evelyn Barton

Lyn Barton has been employed by S.S.M. since November, 1973 as Typist for the Accounts Department and, latterly, also as Assistant Clerkess to the Cash Department.

Lyn has a very important 'roll' in the Office, for she delivers our luncheon vouchers every week and, another duty, almost as important as the one above, she does a considerable amount of the typing for TRIAD.

Her interests, outside working hours, are playing hockey, swimming and dancing.

Lyn lives in Glasgow.



Mr. Derek Biggerstaff

Derek Biggerstaff joined S.S.M. as Office Junior on 1st December, 1971 and after a year was promoted to his present position - Printing/Stationery Clerk. In addition to his many other office printing duties, Derek is responsible for printing TRIAD on the Office printing machine.

Derek is a semi-professional folk singer and this takes up all of his spare time.

Derek and his fiancée, Miss Linda Dillon, are to be married on the 30th August this year and they hope to continue living in Glasgow.



A WAY TO START THE DAY

To many, the 'traditional' British breakfast is liable to be taken rather for granted - that is, until one has travelled abroad a bit and it is then that the unique virtues of this repast become apparent.

In other countries, breakfast is more of a snack than a meal. The 'cafe complet' which is encountered on arrival in France is only tolerable for long periods on a summer holiday. At other times, one's spirits sink after a week of coffee, croissants and apricot jam. If visiting Rome, one follows the natives into a coffee bar, where they obtain a small 'expresso' on their way to work. But seldom can anything be found to eat with the 'caffe-latte', except perhaps some small, sweet macaroons.

In northern lands one fares little better. The Dutch and Germans offer thin slices of cold, smoked sausage or wafers of cheese. In a Danish hotel the variety of bread and excellence of the butter only partly compensate for the absence of other foods. Further afield, one may meet less acceptable novelties. For instance, in the Lebanon it once proved possible to consume boiled beans in olive oil with morning coffee. In an Indian household in Poona, various vegetarian foods, i.e. 'iddli' (rice and dahl cakes) soaked in 'sambar' (curry sauce) and 'uppittu' (crushed fried wheat) with grated coconut, were considered normal.

The British breakfast, which has been the object of nostalgia on the part of many, is not the collops (sliced meat) and small beer of the Elizabethan age. It is 'traditional' only since the nineteenth century and probably reached its apogee in the first decades of the twentieth. It is essentially middle-class, not aspiring to the devilled-kidneys-in-a-silver-dish-on-the-sideboard fare of the 'county' house party. As a bourgeois meal, it is intended to sustain the business or professional man as he leaves for work in the mildly depressing British climate. Thus fortified, he needs only a moderate or light lunch, with an early evening dinner - in contrast to the heavy midday meal common in continental Europe.

The elements of the British breakfast can be arranged as a menu, in courses: but unless one is especially hungry (or greedy) one is not expected to wade through them all. The essential feature is a choice of suitable combinations, usually of fried or grilled foods. The main items (familiar enough to most of us) are as follows :

Preliminaries : grapefruit, fruit juice, porridge, packaged cereals. Main Course(s) : hot smoked fish (kippers, bloaters, bucklings, haddock, sprats), or bacon or sausage, or eggs (boiled, poached, fried, scrambled). Garnishes could consist of tomatoes or mushrooms. Conclusion : toast and marmalade. Beverages : tea or coffee. In spite of their familiarity, most items deserve comment.

Preliminaries : Half a grapefruit, preferably prepared the night before, makes a delightful morning relish. To many, in fact, it seems more acceptable at breakfast rather than at dinner, when the same purpose is more appropriately served by an aperitif and olives. Instead of grapefruit, the juice of a freshly squeezed orange makes a good palate-cleanser. Hotel breakfasts sometimes offer tinned grapefruit or 'fruit juice'.

In the raw mid-winter, some enjoy porridge, perhaps in its anglicized form, i.e. with milk and a little sugar, although this is said to be anathema to the true Scot, who takes his porridge with salt. It is even said that in strictly Caledonian households porridge is served in wooden bowls and eaten with a horn spoon, with milk in a separate dish.

Regarding packaged cereals, one must beware an undue scorn which is largely induced by their considerable advertising. To be fair, these cereals are quite palatable with fresh fruit and plenty of cream. However, their flavour is most likely to appeal to palates whose height of appreciation is sugar and dextrine - in other words, the young.

Main Course : The mainstay of the British breakfast is generally bacon or smoked fish. These hot smoked foods are perhaps Britain's special contribution to

gastronomy. In Scandinavia they delight in raw smoked fish and in Germanic lands they consume raw ham or cold smoked sausage. But these viands tend to be somewhat greasy and cheerless for breakfast.

Salt curing and smoking of foods began as a means of preserving perishable fish and meat in temperate climates (corresponding to sun-drying in the tropics). A salt content of eight to ten per cent will inhibit decay and the smoking assists by causing drying and the deposition of preservative substances like formaldehyde and phenols. Food preserved in this way is scarcely appetizing. The 'red herrings' which were a staple item of diet in Elizabethan days are smoked for long periods until hard and they are so salty that they need soaking in water before consumption. Bacon, too, was a coarse food in the days when its sole purpose was to provide winter protein for the countryman. In those days, bacon had to last at least six months, from the end of the curing season in the spring until the beginning of the next in autumn. The lean parts might contain as much as fifteen per cent salt and the old-fashioned red herrings were about the same. The method of food preservation by salting and smoking is no longer necessary. Apart from the possibility of refrigeration, supplies are now less restricted to one short season. Modern lightly cured fish and bacon contains only two to four per cent salt. Smoking, too, is now done in a matter of hours, instead of several weeks. Modern curing, in fact, will not ensure preservation for more than about a week - its purpose being simply to produce an agreeable flavour.

Fish curing must begin with fish in good condition, i.e. out of the spawning season. Thus, herring are at their best in summer and autumn, poor in spring. Operations should begin as soon as possible after catching. Herrings spoil unless they are cleaned and salted within twenty-four hours, although white fish may be kept on ice for a few days. Salting is done by dipping in brine for a half to two hours or by mixing with dry salt overnight. For smoking, the fish are hung on 'tenter' hooks (hence the expression) and treated in special kilns. Some fish (kippers, bloaters, finnan haddock and salmon) are smoked 'cold' - that is, about 86° F. Others, (buckling, sprats and smokies) are heated to 200° F. in the kiln so that they are cooked in the process. The smoke is produced from various kinds of shavings or sawdust. Oak is said to be the best, but many kinds of wood can be used successfully and perhaps the rate of burning and ventilation is more important. During smoking the fish is partly dried and hardened and various constituents of partial combustion of wood are deposited on the skin, giving a bronzed or amber colour. It is well known that the appearance of many smoked fishes owes more to dyes (added in the brine bath) than to smoke, (dyeing is forbidden in the Isle of Man). The dye is harmless but its use to disguise imperfect or insufficient smoking is open to objection. The bilious yellow of many modern haddock fillets can scarcely be thought attractive to a discriminating shopper.

As for preparing for the table, kippers and bloaters are grilled; bucklings and sprats, being already cooked, merely need warming in the oven. Haddocks are simmered briefly in water, after which the water is discarded and replaced with a little milk and then cooked under a cover.

At their best, all these fish are absolutely delightful. True, they are variable and may sometimes be salty and coarse. But variability is inevitable with proper food and those who demand consistency should stick to things like tinned sardines, baked beans and mass-produced ice cream. These should also please people who complain that they cannot be bothered with kippers because of the bones. Such folk must look forward to the day when all foods will consist of homogenized, vitaminised pabulum.

An alternative to hot, smoked fish is a main course based upon bacon. The modern lightly cured bacon dates only from the latter part of the nineteenth century, when refrigeration began to be introduced. Before this, bacon could only be cured in the cooler months. But subsequently factory curing proceeded all the year round. Apart from lighter curing, modern bacon is much less fatty. This is partly a question of changing taste and partly because the old, heavy curing was easier with fat than lean meat. In the early nineteenth century (according to Cobbett's 'Cottage Economy') pigs were fattened before killing until they 'could not walk above 100 yards'. Usually bacon is cured as whole ('Wiltshire') sides, consisting of half the pig with only head and feet cut off and offals removed. Sometimes, however, the hind quarters are cut off and treated separately, to give York, Bradenham or Westphalia hams, by slightly different processes.

As in fish curing, the first essential is impregnation of the flesh with salt, which can be done by burying the sides in dry crystals or by immersing them in brine for about three weeks. Other substances which may be added are sugar (for flavour), and a small quantity of saltpetre (i.e. potassium nitrate, to which Mrs. Beeton gave the old name of 'sal prunella'). The latter is to preserve the pink colour of the meat. After curing in salt, the meat can be consumed as 'green bacon', but most palates prefer it smoked. This is done by exposure to smoke from oak or pine chips for about twenty-four hours.

The best breakfast bacon is cut from the loin and back and then sliced into rashers.

As an alternative, or adjunct, to bacon one can have sausages. The British sausage has its claim to uniqueness, but our pride in it is somewhat defiant. Its decline and fall occurred during the last war when, understandably, the proportion of sausage 'rusk' to pork grew so high that, as used to be said, one didn't know whether to add mustard or marmalade! Since then the quality of the average sausage has been maintained at a mediocre level by mass production, sustained by vigorous advertising. Unfortunately, sausages lend themselves to debasing into a drab food and if one wants the best one must pay more for it.

The third tripod of the British breakfast is the egg, ideal in combination or alone. There are the pleasant variants of boiling, poaching, scrambling or frying. Cooking eggs is supposedly the easiest item in cookery, but there is scope for much thought and attention to detail, although perhaps not of sufficient interest to pursue here. However, it is worth mentioning in passing the article written by a learned professor which was intended to debunk the craze of using too much scientific jargon. It was entitled 'The Gekochteundgebrocheneeierschale Phenomenon' and after many expansive, detailed and technical paragraphs concluded with the summary: "If you prick the thick end of a hen's egg, it won't burst when you boil it".

Various pleasant combinations can be made of bacon, sausages and eggs. The best known, of course, is eggs and bacon, but there are other possibilities, particularly if one considers tomatoes (fried or grilled) and mushrooms (fried or stewed in a little milk) as most acceptable garnishes.

Conclusion: Toast and marmalade are as typically British, of course, as eggs and bacon. It is true that good British hotels, for instance, provide fine, crisp rolls for breakfast, but it may be difficult to ensure fresh rolls at home. An excellent alternative is toast, which must be crisp - even at the expense of warmth. Hence the toast rack, in contrast to the American custom of swathing hot rolls in a napkin.

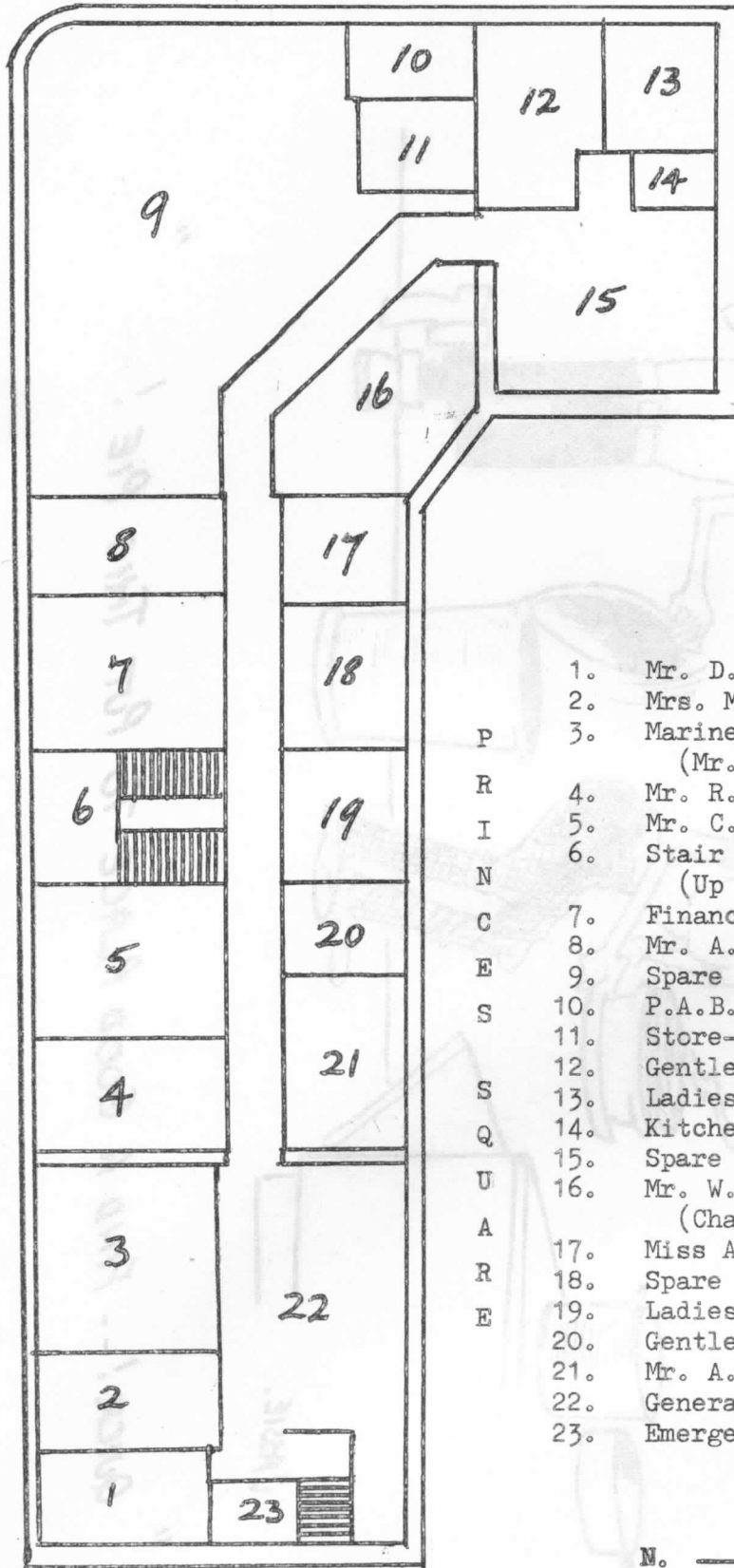
With toast goes good butter and, finally, marmalade. Although originally made from quinces, marmalade has come to refer exclusively to a confection of oranges - at least in this country. How this came about is lost in a maze of controversy. Home-made marmalade is the best and it is not difficult to prepare, say, in January when Seville oranges are available. These give a slightly bitter tang which provides marmalade with its special attraction.

Beverages: The choice is coffee or tea. Concerning the former, one can say little, and that in a somewhat apologetic tone. Frankly, the convenience of the dehydrated coffee powders outweighs the slight deficiency of flavour - at least for the milky coffee at breakfast. Tea for breakfast seems to be specifically British and there are some grounds for finding it refreshingly stimulating without the rather rich, heavy flavour of coffee. Certainly, it sets off the flavour of hot fish dishes more satisfactorily than coffee.

So much for the British breakfast. No apology is offered for detailed consideration of a modest meal. Surely, a good gastronome should pay attention to the humbler foods and choose his bread and potatoes with care as well as his soufflés and sauces.

FLOOR-PLAN OF LYLE SHIPPING COMPANY LIMITED

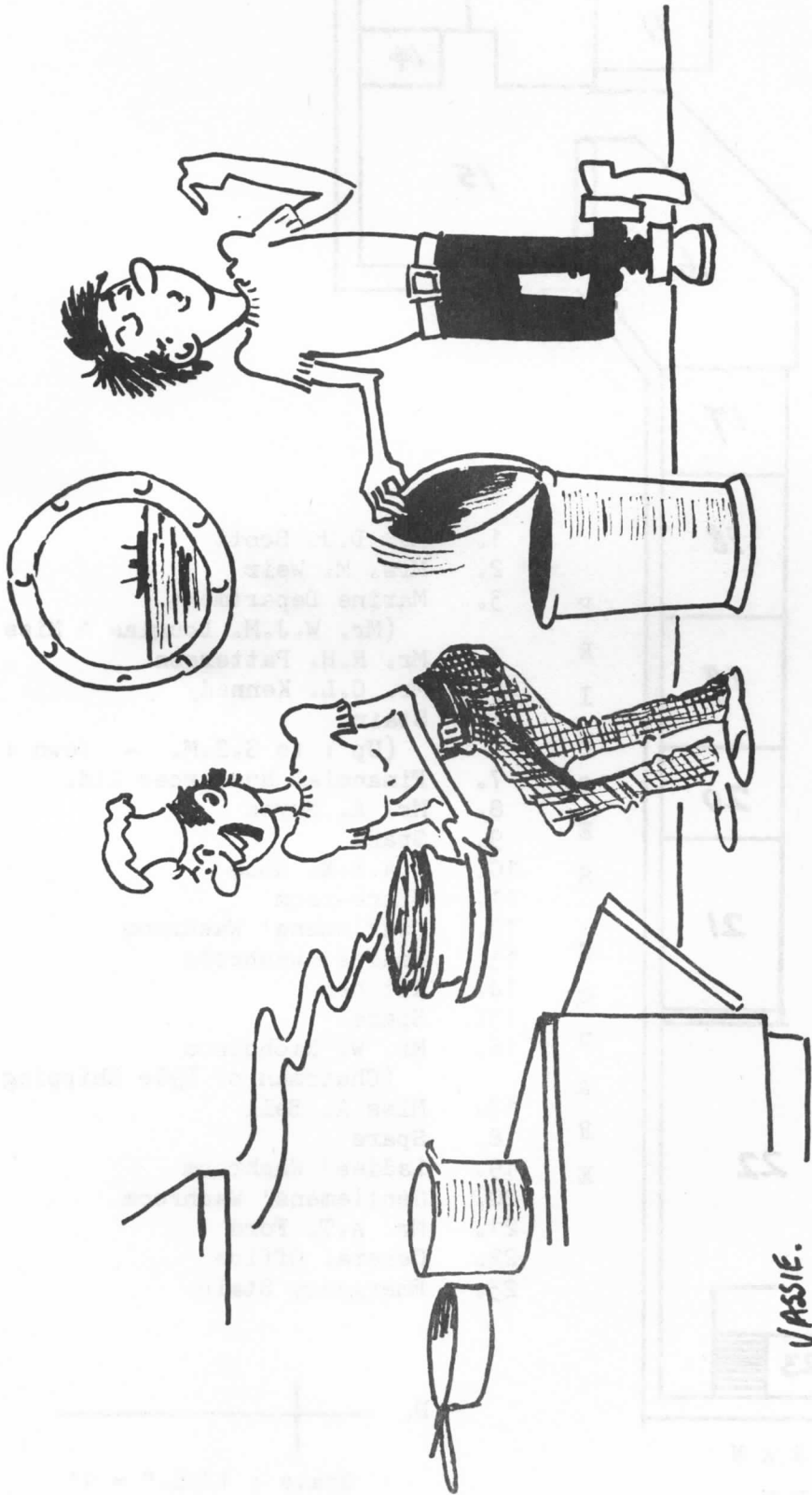
and

LYLE GIBSON & COMPANY LIMITED, Insurance
BrokersBUCHANAN
STREET

- | | |
|-----|---------------------------------------|
| 1. | Mr. D.J. Scott |
| 2. | Mrs. M. Weir |
| 3. | Marine Department |
| | (Mr. W.J.M. Douglas & Miss S. Carson) |
| 4. | Mr. R.H. Patterson |
| 5. | Mr. C.L. Kennedy |
| 6. | Stair |
| | (Up : to S.S.M. - Down : to lane) |
| 7. | Financial Resources Ltd. |
| 8. | Mr. A. Smyth |
| 9. | Spare |
| 10. | P.A.B.X. Room |
| 11. | Store-room |
| 12. | Gentlemens' Washroom |
| 13. | Ladies' Washroom |
| 14. | Kitchen |
| 15. | Spare |
| 16. | Mr. W. Nicholson |
| | (Chairman of Lyle Shipping Co. Ltd.) |
| 17. | Miss A. Bell |
| 18. | Spare |
| 19. | Ladies' Washroom |
| 20. | Gentlemens' Washroom |
| 21. | Mr. A.T. Ford |
| 22. | General Office |
| 23. | Emergency Stair |

N. 

Scale : 1/16." = 1'



" QUICK!-- FIND A GOOD PLACE TO PUT THIS PIE!-- "

There are three canals in Scotland which are practically household names - The Caledonian, the Forth and Clyde, and the Crinan. It is the Crinan Canal which is described in the following article.

The Crinan Canal, connecting Loch Fyne with Loch Crinan, is nine miles long and was constructed to enable vessels trading between the Clyde and the West Highlands to avoid the circuitous - and sometimes very stormy - passage round the Mull of Kintyre. It was surveyed and estimated for by Sir John Rennie, a well-known civil engineer of long ago, and a company, under the presidency of the then Duke of Argyll, undertook its construction in 1793.

Unforeseen obstacles led to delay and financial embarrassment, preventing completion of the work, but it was, however, opened in an incomplete state in July, 1801. In 1805 and 1811 accidents occurred to the embankments and reservoirs and steps had to be taken to obtain financial assistance from the Government. Funds were obtained and finally expended in 1817, on completion of the canal under the direction of the celebrated engineer Thomas Telford. Not long after the management of the canal was taken over by the Caledonian Canal Commissioners.

The Crinan Canal has fifteen locks and the summit level is supplied with water from eight lochs, situated about 800 feet high among the Knapdale Hills. A serious accident occurred during the evening of the 2nd February, 1859 when the embankments of several of these lochs gave way. The cost of repairing this damage amounted to about £16,000 and the canal was re-opened on the 1st May, 1860. For many years passenger traffic through the canal was successfully conducted by means of a track-boat drawn by horses which were ridden by postillions in brilliant scarlet uniforms; and Queen Victoria used this mode of conveyance when on her visit to the Highlands in 1847. In 'Leaves from the Journal of our Life in the Highlands', she said: "The light on the hills was beautiful as we steamed down Loch Fyne. At five we reached Loch Gilp and all landed at Lochgilp-head (Ardrishaig). We and our people drove through the village to the Crinan Canal, where we entered a most magnificently decorated barge drawn by three horses ridden by postillions in scarlet. We glided along very smoothly and the views of the hills - the range of Cruachan - were very fine indeed". To meet the requirements of an ever-increasing traffic, the saloon steamer "Linnet" was built.

A contemporary account of the "Linnet's" transit of the Canal described the scene as follows: The "Linnet" starts at 1 p.m. On the opposite shore of Loch Gilp may be seen Kilmory Castle (Sir John P. Campbell Orde, Bart.), already noticed. Five minutes after leaving we pass, on the left, Glenfyne Distillery, situated at the foot of a nicely wooded glen, and higher up the hill there is a pretty waterfall with a leap of fully 100 feet. In a few minutes more we see on the right the town of Lochgilphead, with the Argyle and Bute Combination Poor-house and Lunatic Asylum upon the hill behind. In the near foreground is Christ Church and adjoining it the residence formerly occupied by the Episcopal Bishop of Argyle and the Isles and on the left the beautifully wooded grounds and ivy-covered mansionhouse of Auchindarroch. Half-an-hour after leaving Ardrishaig we arrive at Cairnbaan (White Cairn), so called from a cairn that once stood there in which was discovered a cist, or stone coffin. In this neighbourhood are several 'menhirs', or standing stones, and groups of 'petroglyphs' or cup and circle sculptures of great interest to the antiquary. Here is a series of locks (nine within a mile) and as the steamer takes about forty-five minutes to go through them, passengers generally prefer to walk the distance. At Lock No. 8 - the last of the ascending series - traces of the devastation caused by the accident of 1859 are still plainly visible. On emerging from the valley and descending to the lower level on the west side, the canal skirts the base of the Knapdale Hills and to the right is the large plain called Crinan Moss, about 5,000 acres in extent.

At the base of the hills bounding the plain on the north and east can be seen the village of Kilmartin and close by it the ruins of Carnasserie Castle, while on a clear day we may get a peep of the peaks of Ben Cruachan (3,800 feet), sixteen miles east of Oban. Further off, still on our right, situated on a slope of a finely-wooded hill, is the noble mansion house of Poltalloch, (Col. Malcolm, C.B.) whose extensive estate stretches for about forty miles in one

continuous line. The mountains of Scarba and Mull now appear in the distance. About fifteen minutes after leaving the lower lock the steamer reaches Bellan-ock Bay, with the prettily situated village of Bellanoch on its shore, and the right bank of the canal is now bounded by the River Add and the waters of Inner Loch Crinan. In a few minutes we pass Kilmahumaig where, previous to the sixteenth century, stood a fine chapel. The burying-ground is still in use, and a little way to the left of it we get a glimpse of a green mound, crowned with a stone seat, from which in the olden days the Lords of the Isles were wont to dispense justice. A remarkable rock called the 'Lion of Crinan', so named from its striking resemblance to a lion couchant, may now be observed on the right while further off, situated on a bold promontary, is Duntroon Castle, a comparatively modern building erected upon the ruin of the ancient stronghold.

We now arrive at Crinan, the western terminus of the canal, and leaving the "Linnet", half-a-minute's walk brings us to the pier where we find the "Chevalier" or other steamer waiting our arrival. Immediately after starting, the dinner bell rings for cabin passengers and, as the strong sea air which has been plainly perceptible for fully half-an-hour whets one's appetite, the dinner is well patronised. Steerage, or third-class, passengers dine in the fore cabin about half-an-hour afterwards.

The mainland of Argyle, along the coast of which we now sail, is called Lorne. The course of the steamer lies across the mouth of Loch Craginish, at the head of which may be seen, on our right, Barbreck House (Admiral Colin Campbell). On our left we have the Sound of Jura, bounded on the east by the mountains of Knapdale and Kintyre, and on the west by the islands of Islay and Jura. The conical mountains in the distance are the Paps of Jura, in height about 2,000 feet. Some miles down the Knapdale coast we see Downie House where Thomas Campbell, the poet, spent some of his early student days. Fifteen minutes after leaving Crinan the steamer passes between the Point of Craginish and the island of Garbreisha by the Dorus Mor, or Great Door, through which the tides run with a velocity of nearly eight miles an hour. Doubling the point, we come in sight of Craginish Castle (Colonel Gascoigne) situated at the head of Loch Beg. The schistose rocks here claim the attention of geologists, being pierced in some places by trap-dykes, one of which, rising above the surrounding strata, is often mistaken by tourists for a fragment of some feudal fortress.

At Craginish a ferry-boat generally comes out to the steamer. After leaving Craginish we have, on the left, a good view of the north end of Jura and the island of Scarba, between which is situated the celebrated whirlpool of Corryvreckan, while on a clear day may be seen the distant Colonsay. The Atlantic tide, rushing with prodigious velocity - about eighteen miles an hour - through the strait between Scarba and Jura and impeded in its course by a great sunken rock that rises to within some fifteen fathoms of the surface, is thrown into such violent commotion that sometimes the roar of the waves can be heard at a distance of many miles.

Corryvreckan shows to best advantage after a westerly gale and with a flood tide, when the waves may be said to leap mountains high. The steamer now crosses the mouth of Loch Melfort and to the right is the island of Shuna.

This 'steamer sail' of many years ago is beginning to take us a long way from Crinan, the chief subject of this article, so perhaps we should now leave her to continue her voyage north towards Blackmill Bay, Luing, Easdale and finally Oban without us.

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A man returned to his car in a carpark to find two huge dents in the roof. In a fury, he looked around the carpark and what should he see but two small boys dancing about on the roof of a nearby car. The man stormed over to them and demanded :

"Were you two dancing on the roof of my car?"

"Whit make o' caur hae ye got, mister?", asked the boys.

"A Volkswagen, why?", replied the man.

"Ach, well", retorted the boys, "It wisnea us then, mister, ye see we're Morris dancers!"

Q U I Z .

- 1). What is the Brückner Cycle?
- 2). What is meant by the 'Comity of Nations'?
- 3). Give the definition of a 'round robin'.
- 4). If someone is described as a 'sneezer', what is he, or she?
- 5). In geological terms, what is a 'plug'?
- 6). What was Marconi's christian name?
- 7). When was the Battle of Plassey - and where was Plassey?
- 8). In which year was the present Pope - Paul VI - elected and what is his family name?
- 9). Who was Edward VI's queen?
- 10). Name the longest railway tunnel in the United Kingdom (excluding the London Underground).
- 11). What, in square miles, is the land area of the United States, (including Alaska, Hawaii and the Federal District of Columbia)?
- 12). The Le Mans 24-Hour Motor Race is known throughout the world. When did the first Le Mans take place?
- 13). Who was known as the 'Kingmaker'?
- 14). What are 'Geta' and 'Tabi'?
- 15). Where was the first municipal fire brigade in the world formed, and when?
- 16). What is the 'eagre'?
- 17). Give the present name of the area which was previously the Trustee Territory of Bechuanaland.
- 18). Who is the present Poet Laureate?
- 19). In the First World War, what was the new weapon introduced by Britain at the Battle of Flers-Courcelette during the Somme Offensive?
- 20). Still on a military course - name the oldest infantry regiment in the British Army.

(Answers on Page 27)

The following article regarding the ships trapped in the Suez Canal since June, 1967 first appeared in the 2nd January, 1975 edition of Fairplay International Shipping Weekly.

FUTURE OF THE BITTER LAKES SHIPS

The master of the "Scottish Star" most probably felt some trepidation at the Middle East situation when his ship joined the northbound convoy at Suez on 5th June, 1967. Nevertheless, the canal was still open to shipping and the convoy which his vessel had joined commenced its passage through the canal. Today the "Scottish Star", together with thirteen other ships, is still trapped in the Bitter Lakes. A fifteenth vessel is in Lake Timsah.

The "Scottish Star" (12,450 d.w.t.) was on a voyage from Launceston, Tasmania, to Hamburg, Hull and London, carrying a cargo of fruit in her large refrigerated space, when she was trapped in the canal by blockages created by the June, 1967 War.

The fruit has long since deteriorated, and fermenting fruit juice is said to be seeping through the hull plating, leaving the ship in a poor condition. The fruit is, of course, now worthless and is likely to present a liability rather than an asset, but other cargo, such as lead and zinc, may encourage cargo underwriters to exercise their rights to recover something of their loss.

The ship was abandoned to underwriters in 1969 and a constructive total loss was settled, but there is no compulsion on underwriters to take over a ship because a total loss has been paid. Although the mutual war risk association responsible for the claim joined with others to appoint a master mariner to look after the "Scottish Star" and other vessels in the canal, there is no report published to indicate that they have actually taken over the vessel. Nevertheless, the "Scottish Star" is now listed in Lloyd's Register as being owned by Scottish Star Ltd., London, together with other vessels trapped in the canal. Scottish Star Ltd. is a company formed by mutual war risks associations.

In view of her present condition, one can envisage that the "Scottish Star" will represent no more than scrap value and, since she was built in 1950, would probably have been destined for the scrap yard even had she not been trapped in the canal. It certainly seems unlikely that Blue Star will make an offer for the vessel.

What of the other ships trapped in the canal? There are three other British ships, besides the "Scottish Star", together with one Bulgarian, one Czechoslovakian, one French, two Swedish, two American, two German and two Polish - making fifteen ships in all. Apart from the American ship "Observer", which is anchored in Lake Timsah, the vessels are tied together in groups in the Bitter Lakes. The following list shows the owners of the ships in June, 1967 :-

"African Glen" (now sunk)	American	Farrell Lines, Inc., New York.
"Agapenor"	British	China Mutual SN Co., Ltd., Liverpool.
"Melampus"	British	Ocean SS Co., Ltd., Liverpool.
"Port Invercargill"	British	Port Line, Ltd., London.
"Scottish Star"	British	Blue Star Line, Ltd., London.
"Vassil Levsky"	Bulgarian	Bulgarian Government.
"Lednice"	Czechoslovak	Czechoslovak Ocean Shipping, Prague.
"Sinda"	French	Cie. des Messageries, Maritimes, Paris.
"Munsterland"	German	Hamburg-Amerika Linie, Hamburg.
"Nordwind"	German	C. Mackprang, Jnr., Hamburg.
"Boleslaw Bierut"	Polish	Polskie Line Oceaniczne, Gdynia.
"Djakarta"	Polish	Polskie Line Oceaniczne, Gdynia.
"Killara"	Swedish	Red. AB Transatlantic, Gothenburg.
"Nippon"	Swedish	AB Svenska Ostasiatiska Kompaniet, Gothenburg.
"Observer"	American	Marine Carriers Corp., New York.

In a statement issued last year, Lloyd's said that there were no claims on Lloyd's in respect of the four British vessels, but that claims had been settled by P. & I. Clubs who were responsible for the day-to-day running of the ships. Claims amounting to several million pounds had been settled in the London market

on the American, German and Polish ships, but the vessels had not been taken over by the underwriters. These settlements took place during 1969 and only cargo underwriters retained a residual interest in some £3m.-£4m. in cargoes, including precious metals which are appreciating in value.

Eye-witnesses report that the vessels in the Bitter Lakes look like collections of derelict hulks, with paint peeling and rust showing all over them. Yet efforts have been made to maintain the ships and machinery sufficiently to allow them to be moved when the canal is cleared. Despite these efforts, it is likely that most, if not all, of the ships will go to the scrap yard.

The original crews returned home long ago and since then volunteer skeleton crews have looked after the vessels in groups, a few men being on board for three or four months at a time. During the 1973 confrontation across the canal the volunteer crews faced some danger as they watched the conflict around them. Supplies were sent to them by both Egyptians and Israelis who clearly meant them no harm, but fears that the "African Glen" was being used as a rocket launching base led the Israelis to attack the vessel with bombers during the October, 1973 fighting so that she was sunk.

Since mid-1974 work has progressed with clearance of the canal which, apart from war debris (bombs, shells, etc.), was blocked by ten major wrecks and approximately fifty-five smaller wrecks. American, French and British salvage and demolition teams have been helping the Egyptians with the clearance, which has clearly been a dangerous operation, for it is reported that some eighty Egyptian engineers have been killed. Satisfactory progress has been made during recent months and, though it was at first thought that the trapped vessels would be released at the south end of the canal, it now seems likely that release will be via Port Said into the Mediterranean. In fact, it was reported during November that four Egyptian ships (around 8,000 tons each) had entered the north end and navigated as far as Ismailia. A concrete caisson sunk in the channel about fifty-four miles from Port Said prevented any further navigation.

A delegation from the London marine insurance market visited Cairo and Ismailia recently at the invitation of the chairman of the Suez Canal Authority to examine the situation at first hand. Later, Lloyd's issued a statement that it is anticipated the trapped vessels will be released some time this month. One master expressed the view that the ships could proceed under their own power, but it is more likely they will be towed in small convoys of two or three ships at a time. Damage to lighting, shore communications and channel markers will make night navigation impossible, so the daylight trip is expected to take two days. Prior to the closing of the canal the trip to cover the entire one hundred miles of the waterway took only $17\frac{1}{2}$ hours (northbound convoys), but this included night navigation. In any case, ships can travel at about five knots only in the canal because of silting and damage to the banks if a vessel travelled any faster, apart from manoeuvring difficulties. It is probable that a representative of the Salvage Association will be stationed in Ismailia during the operation to keep an eye on underwriters' interests.

In addition to reopening the canal as an international waterway, the Egyptians have plans to develop the whole of the canal zone during the next ten years. The plans, which will cost in excess of \$6,000m., envisage the full development of industrial and commercial centres with connecting road, rail and other services. It is intended that hospitals, schools and religious centres shall be included in the reconstruction of the canal zone cities. The French architecture of Ismailia, the central city of the canal zone, gives it a charm of its own and, with the extensive lake by which it stands, should make an attractive centre for tourists.

The Suez Canal Authority is convinced that the canal is the cheapest way of transporting petroleum and crude oil from east to west, but shipping interests do not believe that the pre-1967 canal would be adequate for modern needs. The World Bank is prepared to loan \$50m. to restore the canal to working order; but, if it is to provide the income expected, the Egyptians will have to spend a great deal more to widen and deepen the waterway.

To restore the canal to its previous capacity would limit transit to vessels no larger than 45,000 d.w.t. It has been suggested that v.l.c.c.s. could pass from

north to south in ballast and return with a part-load via the canal, but this would probably prove uneconomic. It is estimated that some sixty per cent of world tonnage today will not be able to use the canal.

Arguments in favour of a return to smaller tankers allege that, once the canal is reopened, it will be more economical to discontinue the use of v.l.c.c.s. and other large carriers which present problems of their own (e.g. pollution liability). Decisions in this respect may be influenced by the canal tolls, due for publication early in 1975, which will no doubt be based upon tonnage. Egyptian sources are confident that they can improve the canal's capacity to accommodate ships of 260,000 d.w.t. and with laden draughts up to 20m.

Perhaps premium rates will influence shippers and carriers? Underwriters must always consider the threat of a breach in the uneasy peace in the canal zone. Whilst tension exists between Israel and Egypt the canal will be in jeopardy and, further, one can never be certain that all the war debris has been cleared. Underwriters must consider that there is always a chance that an undetected bomb or shell embedded deep in the canal may explode at any time.

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ROYAL ALFRED MERCHANT SEAMEN'S SOCIETY

"Weston Acres", Woodmansterne Lane,
Banstead, Surrey, SM7 3HB.

Telephone : Burgh Heath 52231/2

Due to inflation, the Royal Alfred Merchant Seamen's Society have closed their Holiday Hotel at Eastbourne, Sussex. The premises have been re-opened to cater for a limited number of retired seafarers, men or women, (either Royal or Merchant Navy) or widows who consider themselves 'too young for an old folks' home'.

The Hotel offers five single and five double rooms of a good standard, with full board; English breakfast, lunch and dinner; table licence, colour T.V., radio in rooms, laundry, etc., etc. for £26 per week for a single person and £44 per week for a married couple (or two friends sharing).

The Society feel that the type of person who would be interested are those with a Company Pension and probably a house or other property to sell who are fed up with gardening, trying to get repairs done at a reasonable cost, cooking and washing-up! There may be some already living in a boarding- or guest-house who find the conversation and the outlook of other guests rather limited, wishing they were twenty years younger and could go back to sea. Well, they can certainly go back to sea at Eastbourne because the Hotel is only 500 yards away from it and yet so near to the lovely shopping centre.

Anyone who is interested should write immediately to the General Secretary of the Society because the accommodation is limited and will quickly be taken up. Note that a reservation might be made pending the sale of a property.

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QUIZ ANSWERS

1. The cycle of climatic change with an average, although irregular, periodicity of about 35 years. Named after the Austrian meteorologist E. Brückner who put forward the theory in 1890.
2. Traditional courtesy whereby a court recognizes the laws and decisions of another country, although not required to do so by international law.
3. A petition with the signatures in circular form so that no name heads the list - all therefore bear equal responsibility.
4. An informer.
5. A cylindrical mass of igneous rock occupying the vent of a dormant or extinct volcano. Castle Rock, Edinburgh, is an example.
6. Guglielmo.
7. 1757. Plassey was a village about 80 miles from Calcutta where Robert Clive (Clive of India), with 3,000 men, defeated Surajah Dowlah's army of 50,000. This victory resulted directly in establishing Britain as the ruler of India for nearly 200 years.
8. 1963. Montini.
9. He did not have a queen as he was unmarried! He died in 1553 at the age of 16 years, having been on the Throne for six years.
10. The Severn Tunnel, on the Western Region of British Rail. It runs under the River Severn on the line from Bristol to South Wales and is four miles, 628 yards in length.
11. 3,553,898 square miles.
12. 1923.
13. The Earl of Warwick.
14. 'Geta' are Japanese wooden clogs, usually made from cedar, cypress or paulownia wood, with cloth or leather thongs. 'Tabi' are Japanese socks with a separate section for the big toe and are worn in winter with 'Geta'.
15. Edinburgh, in 1824.
16. A tidal phenomenon, similar to the Severn Bore, which is found, for instance, on the Rivers Humber and Trent. It reaches a height of seven or eight feet and can travel at speeds of up to ten knots.
17. Botswana, which is bounded by South Africa, Rhodesia and South-West Africa.
18. Sir John Betjeman. There have been eighteen poets laureate before him, the first being Samuel Daniel in 1599.
19. The Tank. During their building period they were referred to as 'water tanks', 'cisterns' or 'reservoirs' to keep them secret and the name 'tank' stuck. The Somme Offensive was in 1916.
20. The Royal Scots.

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CROSSWORD SOLUTIONAcross

1. Calendar
5. Itch
8. Introduction
10. Pear
11. Cenotaph
14. Nigger
15. Beaten
17. Enclasps
18. Epic
20. White Admiral
22. Bows
23. In Bounds

Down

1. Chimpanzee
2. Lethargic
3. Noon
4. Acumen
6. Two
7. Stroked
9. Phone Calls
12. Antipyrin
13. Recasts
16. Sprain
19. Ammo.
21. Hew

The following article, which has been sent to us by Mr. J. Robertson, first appeared in the Glasgow Herald of 3rd October, 1896.

A CHAPTER OF BUCHANAN STREET HISTORY

It is probably known to most of the lovers of old Glasgow and its streets that Buchanan Street was first designed in 1777 by Andrew Buchanan, merchant, who in a curious advertisement announced his intention of forming a public street by enlarging his entry to Argyle Street opposite St. Enoch Square to 40 feet, which entry would lead into a new street to be 70 feet in width. Buchanan's house was at the south-east corner, where Stewart & Macdonald's warehouse and Mr. Sorley's shop now stand. Indeed, a portion of the front wall of the house still exists as the frontage of this shop and the flats above facing Argyle Street. The narrowness of the south end of Buchanan Street - the one blemish of the street - was a fault of its infancy, and the many improvements in Glasgow of today may be called premature so long as the principal street of the city is thus choked at its entrance. The ground behind Buchanan's house, including what he purchased for the new street, covered four acres, and extended up to the lands of Meadowflat, near to the Western Club corner. Andrew Buchanan's famous firm of American merchants, Messrs. Buchanan, Hastie & Co., was ruined by the American War of Independence, and his project was delayed. His trustee, Mr. Gilbert Hamilton, assisted by Mr. Walter Ewing, the father of James Ewing of Strathleven, carried out the scheme. There were eight feus on the east side and nine on the west. The street was intended for and was at first wholly made up of gentlemen's private dwellings. So were St. Vincent Place, Virginia Street, Miller Street, and later on St. Vincent Street and similar adjacent streets. The conditions in the original feu contracts are somewhat interesting in view of the changes of a century. Conveyancers, like others not gifted with prophecy or imagination, deal only with the present. The site of the new buildings of the North British Rubber Company is the one half of an original dwelling-house feu, which was first acquired in 1792 by Alexander Martin Wright, who subsequently resided in London, and shortly after it became the property of Walter Logan, wine merchant, and James McInroy, merchant.

Logan was connected with the newly-opened Forth and Clyde Canal, but we are not at present interested in following his history. The price for the 733 square yards, with a frontage to Buchanan Street of 60 ft. in breadth, was 10s. 6d. per yard. What a fortune it would have been to the grandchildren of these lucky original feuers of the street! Today their property has increased 125 times in value over its original cost. The original feu of 733 square yards now includes the shop Number 66 of the street, occupied by Mr. James Weir, jeweller, and the close or entry Number 64, leading to offices above. The southern half of the original area of 733 yards was acquired last year by the N.B. Rubber Company, and is now in their occupation as a sale shop. It is interesting to trace out the gradual evolution of Buchanan Street. At first it was retired and dull in its respectability. 'Senex', writing between 1851 and 1855, says that he remembers well grass growing on the half of the street where the present entrance to the Arcade stands. On the area of 733 square yards Messrs. McPherson & Logan erected double dwelling-houses of two square storeys and a basement storey. The dining-room was several feet above the pavement level, and the entrance to both houses was by a double-sided staircase, with a flight of six or seven steps, leading to separate doorways. The northern half of this double staircase was removed in 1846, when the three-storey tenement now forming 64 to 66 Buchanan Street was erected. Thereafter, and until last year, the southern dwelling-house stood at its original elevation of two storeys and a basement, the dining-room floor having been lowered to the street level some 40 years ago, and forming a shop, which was long tenanted by Messrs. J. & R. Thyne, Florists. What is now called Springfield Court is by the 1792 deed declared to be 'an entry of ten feet wide, which shall be a common entry or passage to the ground hereby disposed, as well as to the ground towards the east side belonging to us'. The conditions of the feu are many. One of them is, that 'Buchanan Street shall always be a public street of the breadth, after passing the north line of the front or corner tenement which belonged to Cumberland Wilson and others, of 70 feet from wall to wall of the buildings on either side, and of which breadth 40 feet in the centre shall be paved or causewayed like the other streets of Glasgow, and five feet on each side of the causey shall be paved with flagstones, properly dressed, as a path for footpassengers'. And the remaining 10 feet on each side between the

flag pavement and the building were not to be built on excepting so far as occupied by a front stair to each lodging. These breadths of five feet and ten feet are now one, and form the existing foot pavement of modern Buchanan Street. Only fancy our progenitors the Captain Patons who strode the causeys or plain-stanes being satisfied with 5 feet of pavement! How would the belles of Glasgow care to parade within such narrow limits? Yet youth and beauty walked Buchanan Street in the days of George III !

The proprietors of that day were bound to build and maintain in all time coming common dykes or garden walls to a height between nine and fourteen feet for separating their grounds from each other. It is interesting to know that a part of these garden walls can be seen today at the Arcade property. The northern back wall of the shops of the Arcade is built upon the old garden wall of a century ago. The entrance to the Arcade property, containing over 4,000 yards, and recently purchased by Mr. Stuart Cranston for the sum of £125,000, is the last remaining specimen of a Buchanan Street mansion-house. It belonged at the end of last century to William Horn Wright, and in 1813 was purchased by Mr. Colin Campbell of Colgrain. The upper floors of the existing shops of Messrs. Hunter, No. 32, and of Cranston, Stuart & Co. at No. 28, present the same appearance as they did 100 years ago; but otherwise 'the scene is changed'. To return to the half-tenement at Springfield Court, forming Nos. 60 and 62 Buchanan Street, which is the latest addition to its street architecture, we shall give some particulars of the stories which cling around its history. The dwelling-house of two square storeys and a basement was sold in 1797 to James McInroy, merchant, and he sold it in 1818 to Misses Rosina, Jane and Mary Corbet at the price of £1,570. As this site includes only 223 square yards, the rate for that day was large, being £7 per yard.

Misses Corbet were the daughters of a leading officer of Excise, but whether on account of his death, or otherwise, they were in 1820 unable to pay the price of the Buchanan Street house, and in that year William Shortridge, writer in Glasgow (no doubt he was their man of business), took over their obligations. At this time the dwelling-house overlooked open ground on the west side of Buchanan Street. There was a hedge there, and the St. Enoch burn flowed past, near the line of Mitchell Street. Shortridge was a lawyer in Glasgow, who died a bachelor while still a young man on 24th November, 1828, survived by his mother and three sisters, named Hannah, Margaret and Christina. Margaret married in May, 1835 James Burns, merchant in Glasgow; and James Burns and his brother, George, became men of mark and were the pioneers of the Cunard Company. The Shortridges were a well-known Glasgow family. The grandfather of William, the lawyer above mentioned, was John Shortridge, born 7th September, 1714, a bailie of Glasgow in 1772, who figured as a lieutenant of the Glasgow Volunteers at the Battle of Falkirk in 1746. The son of this lieutenant and bailie was William Shortridge, who married in 1784 Elizabeth Yuile, daughter of George Yuile of Darleith. His trade was that of calico printer in the Vale of Leven and his partner was a cousin named Todd. The business ultimately became the firm of Todd & Higginbotham, who still occupy the neighbouring premises in Springfield Court. It may be of interest to say that the name of this court was given to it because of a famous spring well near Buchanan Street. William Shortridge, calico printer, first resided in a house facing Argyle Street and at the head of Dunlop Street. It was there the three Misses Shortridge were born. Their father migrated to George Square to a house at the North-west corner of South Hanover Street, now forming the site of McLaren, Son & Co's. warehouse. Ultimately, he resided in No. 2 Blythswood Square, which his grandson sold in 1868 on the death of old Miss Hannah Shortridge in that year.

Another of the Shortridge family, named James (brother of the calico printer), was a muslin manufacturer in Bell Street and afterwards became City Chamberlain. He changed his name to that of Spreull on falling heir to the handsome fortune of Miss Mary Spreull, whose father gave the name to Spreull's Court in Argyle Street, a little east of Glassford Street. The buildings at Spreull's Court, which remain as erected in the last century, were long occupied by the Herald newspaper proprietors, till they removed to St. Vincent Place about 1859. This James Shortridge, afterwards Spreull, was a famous player of golf on Glasgow Green 100 years ago; he was captain of the Golf Club in 1792. It is somewhat odd that of these two old Glasgow families - the Spreulls and the Shortridges - no male representatives remain, and only one female of the name of Spreull survives in the person of Miss Sarah Spreull, who is above 80 years of age.

To return to the Misses Shortridge, who resided in 2 Blythwood Square when Mr. James Burns in 1835 married Miss Margaret. Christina married Gilbert Stuart Bruce, a merchant in London. In 1840 a family arrangement was carried through between the three ladies and the spouses of two of them, and under it the spinster sister Hannah and her sister, Mrs. James Burns, acquired their brother's house, 60 and 62 Buchanan Street, from his testamentary trustees. At this time Buchanan Street dwelling-houses were being converted into shops and business premises and the staircase leading to the dining-room level, occupying part of the footway, was removed partially in 1846, and altogether a year or two later.

The remainder of our story is modern. Ultimately these 223 square yards, having a frontage of 30 feet to Buchanan Street, were held by Mr. Burns of Kilma-hew. He succeeded to one-half by gift from his maiden aunt, Miss Hannah Short-ridge, in 1869 and from his father and mother's marriage trustees he succeeded by inheritance to the other half. In 1873 Mr. J.W. Burns sold the Buchanan Street site for £10,250 to Mr. John Ancell, who next year resold it to the Scottish Lands and Buildings Company (Limited) at the price of £12,000. The investment company do not appear to have made a great profit from their speculation. They held the subjects for 21 years. What cost them £12,000 they sold last year to the North British Rubber Company at a price of £14,000 and so the ground purchased at 10s 6d. per yard in 1792 came to be worth £62 15s. 5d. per yard in 1895. It is manifest that at that price the buildings were of no account. The relentless changes of time and place had pronounced them as cumberers of the ground, and at Whitsunday, 1894, they were rapidly reduced to ruin. Will the next 100 years show as great changes, and in 1995 will the business centre of Glasgow be near Buchanan Street, or a mile further west? Who knows?

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BARBED WIRE

Perhaps one of the more mundane things of this world to which most people would not give a second thought - unless caught on it or suffering a ripped article of clothing - is barbed wire. Nevertheless, like so many common things, its origin is not without interest. In the case of barbed wire it might be claimed with reason that it played a major part in taming the 'Wild West'. Read on and you might agree.

One hundred years ago the West (of the United States) was still wild. Agricultural expansion, continuous since the arrival of the Pilgrim Fathers, had ground to a standstill at the banks of the great and muddy Missouri River. Beyond to the west, in the Great Plains areas of what are now the states of Nebraska and Kansas, was open range where ranchers grazed their herds. Except for a few home-steads in the valleys farming, for all practical purposes, ended at the Missouri shore. The reason for this demarcation was the high cost of fencing.

In that critical period of national expansion, fences were generally worth more than the land or the livestock they enclosed. Their annual maintenance cost property owners more than the total of their local, state and federal taxes. In the East and the South fencing served a double purpose. It helped to utilise materials which had to be cleared before the land could be put to use. In New England, where rocks and stones abounded, the walls were made of stone. In the South, where the lands were wooded, the rail fence was common. But neither stone nor rail was completely satisfactory. They harboured weeds and pests and their maintenance was a cruel burden on the farmer. However, both types did keep live-stock from raiding the crops and made farming practicable.

Beyond the Missouri River, out on the Great Plains, no fencing material was available. There was no great supply of stones. The only timber was in the river valleys and this was exhausted quickly by the first settlers and the rail-ways. Imported timber was too expensive.

Pioneers, with an agrarian background, hungered for the rich prairies but the livestock ranchers were against any invasion of the grass by farmers. They influenced legislation and 'fencing-out' laws were passed which made the farmer responsible for any fencing that was done. The homesteader, or farmer, certainly could not afford a fence which was worth more than his land and he could not farm without some means of protecting his crops from cattle. The fertile lands of the Great Plains remained uncultivated.

For a time, despite their many disadvantages, hedges were thought to be the solution to the fence problem in the West. The trouble was, however, that they took up land, a lot of it, and also they cast shade. The water such hedges consumed was denied to crops and they spread, as well as needing continual pruning. Even although they cost less than half as much as other fences, they were still expensive. But, thanks to their many thorns, they did become 'cattle-tight' four years after planting. Hedges were used on both sides of the eastern boundaries of Kansas and Nebraska and many of them can still be seen in that region to this day. They failed as a fence because in the more arid areas of the West there was not enough water for crops, never mind hedges.

Attempts were made to develop a fence from existing materials. In eastern Nebraska strips of sod were cut, stacked, and then plastered with mud. But these disintegrated in the summer thunder showers. Some Texans tried to make mesquite (a leguminous plant, sometimes used as a fodder) serve as a hedge, whilst others made fences by wadding tumbleweeds between two rows of posts. A few tried making a wattle fence by lacing brush between posts, but none of these barriers proved practical.

There was in existence at that time an almost perfect fencing material - wire. It took up almost no land; it exhausted no soil and shaded no crops. Wind did not affect it and it did not cause snowdrifts. It was durable and inexpensive. The only thing wrong with a smooth wire fence was that cattle could crawl through it with ease.

Hopeful men had been trying for years to invent an effective device to repel or constrain cattle and most of these were schemes that endeavoured to combine the 'pricking power' of the hedge tree's thorns with the practicality of a wire fence.

By some phenomenon, the two most successful forms of barbed wire were developed at almost the same time by two men from the same town - DeKalb, Illinois. In 1874 Joseph Glidden, a farmer, was granted a patent on a fence idea that he had designed the previous year. His first scheme was to twist short wire barbs at intervals along one smooth wire. But this form of wire snarled in manufacture and as he untangled it he decided that what was required was two wires twisted together to compose a strand and this proved essential to his wire's success. The two twisted wires held the barbs in the proper place on the wire, thus preventing them from rotating and, to some extent, counter-acted the effect of temperature expansion. Sag, caused by the steel's expansion under a hot summer sun, was a factor in the ease with which cattle penetrated a smooth wire fence. The type of wire as developed by Glidden is the form in common use today.

It has been said that Glidden got his idea when his wife asked him to fence the dogs out of her rose garden. He tried smooth wire, but the dogs still entered. He added barbs, and the dogs stayed out. Certainly, it makes a good story, but it is an apocryphal one. According to one I.L. Ellwood, another fence-tinkerer of DeKalb - and who subsequently became Glidden's partner, Glidden developed his idea after observing a small, square board with nails driven through it that was exhibited at a county fair.

Shortly after Glidden applied for his patent, Jacob Haish, a lumber dealer in DeKalb, applied for a patent on another practical form of barbed wire. His claim came into conflict with Glidden's in the patent office and moved to the courts where litigation continued for years. Haish's solution was an S-shaped barb held in place by its shape between two twisted wires. This form of fencing is also still in use today.

Both Glidden and Haish were well aware of the commercial possibilities of their inventions. Glidden was manufacturing barbed wire on his farm before his patent became final. He, his wife and the hired man were the entire labour force. In the evenings they cut short lengths of wire for barbs. These were twisted in an old coffee mill converted for the purpose. The next day the spurs were evenly spaced on a wire and set in place by hammering them against an iron block. One end of the wire with the barbs on it and the end of an unadorned wire were fastened to a post. The other ends were attached to a farm grindstone, the stone turned until the wires were twisted and the strand was coiled by hand. The final product was sold locally.

In addition to making wire, Glidden became busy on other fronts. He formed the Barb Fence Company and organised a sales force. He started buying the rights of earlier inventors. He pushed the development of a machine to put the barb on the wire and he reached an agreement with Ellwood and together they secured a factory.

At first operations at the factory were not much better than those at the farm. One boy carried the ends of several greased wires to the top of a windmill which was on the factory grounds. Another boy carried the barbs up in a bucket, they slid the pricklers down the wires, the combinations were taken inside, the pointers spaced and set and the wire twisted and coiled - all, with very little improvement on the assembly as carried out at the farm.

In a short time, however, a machine which set and twisted the barbs automatically was developed. Meanwhile, the original sales resistance to barbed wire was overcome and Glidden and Ellwood began to make wire by the carload.

Haish was also busy making and selling barbed wire. Before long the two DeKalb manufacturers were using practically the entire output of their smooth-wire supplier, the Washburn and Moen Company of Worcester, Massachusetts. This manufacturer became interested in the sudden rush of orders and sent a man to DeKalb, from where he returned with the barbed wire story. Washburn and Moen thereupon decided to endeavour to buy the barbed wire business. Charles F. Washburn, a vice-president, went to DeKalb and he had a partial success. He bought one-half of Glidden's interest for \$60,000 and a royalty of 25 cents per hundred pounds on the wire to be manufactured. Haish would not sell and became Washburn and Moen's chief competitor.

Washburn and Moen moved rapidly. They had made a machine which turned out barbed wire completely automatically and they continued consolidating the pertinent prior patents. There were 1,225 fencing patents issued by the U.S. Patent Office by 1881 and they were in a courtroom battle with Haish for years although they finally achieved a monopoly. At this point the Government came onto the scene and started a suit for violation of the Sherman Anti-Trust Act. In spite of this litigation Washburn and Moen prospered and by 1883 their DeKalb factory was producing 600 miles of barbed wire a day. The firm later became the American Steel and Wire Company, which is now part of United States Steel Company and is one of the world's leading manufacturers of wire and wire products.

Originally there was sales resistance to barbed wire because horses and cattle had had no experience with it. They were inclined to run into the wire at full speed and the resulting wounds were often fatal, particularly when infected with screw-worm. It was after viewing the results of one of these collisions that one ranchman said he wished 'the man who invented barbed wire had it all around him in a ball and the ball rolled in Hell'. But after several years of exposure cattle and horses learned to be afraid of a barbed wire fence. In fact, they learned so well that it was sometimes almost impossible to drive a herd of cows through a row of empty posts! The ranchers' main objection to barbed wire was overcome.

Once convinced of the value of barbed wire, some ranchers went to extremes. They fenced everything they owned - sometimes more than they owned. Roads were blocked; water holes were closed; fences were built around small homesteads and the owners denied access or egress from their land. The fence-cutting wars were the inevitable result and farmers cut the wire ranchers strung; ranchers cut the

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wire farmers strung; bitterness and violence were commonplace. Finally, state legislatures had to act. Fence cutting was made a felony and laws were passed to provide rights of access to isolated tracts and rights of way along public roads. These laws helped the westerners to adjust to life with barbed wire.

The invention of barbed wire made many things possible. The farmer could afford the four miles of fence that are on the average 160 acre farm. Homesteading became practical and spread over the plains. Large ranchers, small ranchers and farmers found it possible to live side by side. The cattle drives were stopped by the fences and this increased the railways' business and assisted in their development. Longhorn cattle disappeared as the ranchers learned that with the aid of barbed wire they could use blooded stock and scientific breeding to increase the value of their herds. The sale of staples undoubtedly multiplied and, generally, industrial development was hastened. The armed forces found barbed wire a useful defensive entanglement (and it could almost have been regarded as a horror weapon on the Western Front during the First World War). Even in Hollywood the plots of hundreds of Grade C Westerns were based upon the fence-cutting wars.

The Great Plains of the United States as they are today, with the countless farms and ranches, the rapid transportation networks, the immense industries, the reclamation projects and the booming towns and cities, owe much of their well-being to the wire that tamed the West.

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FLEET NEWS (con'd. from Page 5)

"BARON MACLAY" expects to sail from Surabaya on or about the 27th February and will ballast to Sydney, N.S.W. where she will load for Lumut. From Lumut she will move to Singapore to drydock.

"CAPE NELSON" left Narvik on the 18th February for Newport, Mon. to discharge and is due at the latter port on the 25th February, from where she should sail on the 28th February/1st March. From Newport she will probably proceed to Nouadhibou to load for Birkenhead.

"CAPE RACE" sailed from Chaguaramus p.m. on the 25th February for Port Alfred, where we look for her arrival on the 5th March, depending on the ice. She continues on Time Charter.

"BARON RENFREW" arrived off Christmas Island on the 3rd February but owing to a combination of bad weather and production difficulties on the island she was unable to load. Therefore, on the 24th February, she arrived at Singapore to replenish bunkers, water and stores prior to proceeding to Nauru to load for Coatzacoalcas, Mexico.

"CAPE SABLE" After loading part-cargo at Port Pirie, this ship completed loading at Adelaide and then sailed for Antwerp, where we look for her arrival on 20th February, having called at Fremantle en route to replenish bunkers. From Antwerp the ship will sail for Pointe Noire to load for Japan.

"BARON WEMYSS" berthed at Newcastle, N.S.W. on the 25th February from Surabaya and will load at the former port for a return trip to Indonesia.

"CAPE WRATH" sailed from Avonmouth on the 24th February for Pointe Noire, where she is due on the 9th/10th March. After loading there, she will sail for Japan, calling en route at Durban for bunkers.

"CAPE YORK" sails on the 26th February from Port Pirie with cargo for Avonmouth or Antwerp and will call at Fremantle for bunkers.

M.V. "BARON DUNMORE"

Master	J. MacKay
1st Mate	P. MacKay
2nd Mate	R. Mullen
3rd Mate	W. Mitchell
Radio Officer	C. Ritchie
Ch. Eng.	A. Alexander
2nd Eng.	J. Riddle
3rd Eng.	J. Stone
4th Eng.	A. Straker
4th Eng.	C. Smith
Jun. Eng.	G. Barclay
Elect.	M. MacFarlane
Cat. Officer	J. Clancy
2nd Steward	A. Hymas
Asst. Steward	W. MacLean
Ch. Cook	D. Taylor
2nd Cook	J. Hanna
Nav. Cadet	R. Miller
Nav. Cadet	M. Buchanan
Eng. Cadet	J. Drysdale

M.V. "CAPE HOWE"

Master	P. Richardson
1st Mate	P. Brooks
2nd Mate	D. Oriatto
3rd Mate	R. Bucknall
Radio Officer	J. MacNeil
Ch. Eng.	J. Weir
2nd Eng.	I. Procter
3rd Eng.	G. Law
3rd Eng.	R. Porteous
Jun. Eng.	R. Adcock
Jun. Eng.	R. Stewart
Jun. Eng.	G. Clayton
Elect.	C. Quinton
Cat. Officer	I. Neave
2nd Steward	R. Van-Mock
Ass. Steward	D. Campbell
Ch. Cook	W. McNeil
2nd Cook	M. Hookham
Nav. Cadet	D. Hiddelston
Nav. Cadet	R. Bentley
Eng. Cadet	R. Currie
Eng. Cadet	A. Kennedy

M.V. "CAPE NELSON"

Master	G. Towers
1st Mate	T. Lloyd
1st Mate	M. Deschamps
3rd Mate	G. Adams
Radio Officer	B. Breslin
Ch. Eng.	J. Gilmartin
2nd Eng.	J. Williams
3rd Eng.	T. Quigley
4th Eng.	W. Keady
Jun. Eng.	P. Peacock
Jun. Eng.	A. Weir
Jun. Eng.	F. Gallacher
Elect.	D. Noble
Cat. Officer	R. Loadwick
Bosun	P. McPhee

M.V. "CAPE NELSON" (Contd.)

Carpenter	R. Barclay
Nav. Cadet	B. Andrew
Eng. Cadet	D. McClelland
Eng. Cadet	M. McLay

M.V. "CAPE SABLE"

Master	J. Jennings
1st Mate	G. Marsland
2nd Mate	D. Lloyd
3rd Mate	D. Fenton
Radio Officer	J. Forrester
Ch. Eng.	T. Dickinson
2nd Eng.	D. Smart
3rd Eng.	G. Clement
3rd Eng.	A. Gartside
4th Eng.	J. Kelly
Jun. Eng.	W. Sewell
Elect.	R. Knight
Cat. Officer	A. Randle
Ch. Cook	D. Hardie
2nd Cook	J. Adamson
Bosun	E. Jama
Nav. Cadet	C. Groundwater
Nav. Cadet	I. Naughton-Rumbo

M.V. "CAPE WRATH"

Master	A. Hunter
1st Mate	D. Jones
2nd Mate	T. Kee
3rd Mate	P. Brennan
Radio Officer	D. Anderson
Ch. Eng.	J. Watson
2nd Eng.	A. Millar
3rd Eng.	A. Dias
3rd Eng.	A. Harbinson
4th Eng.	I. MacPherson
Jun. Eng.	R. Healey
Elect.	P. Wilson
Cat. Officer	W. Gilmartin
2nd Steward	A. McCloskey
Ch. Cook	C. Green
2nd Cook	P. Mawston
Bosun	V. Hume
Nav. Cadet	I. MacLeod
Nav. Cadet	N. Hay
Eng. Cadet	J. Hannah

M.V. "CAPE YORK"

Master	C. Strachan
1st Mate	W. Sloan
2nd Mate	D. Coe
3rd Mate	M. O'Reilly
Radio Officer	J. Tomlinson
Ch. Eng.	W. Wallace
2nd Eng.	J. Versteeg
3rd Eng.	G. Stevenson
3rd Eng.	R. Walker
4th Eng.	S. Askew
Jun. Eng.	P. Gray
Elect.	C. McErlean

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

Cat. Officer	J. Bowden
Ch. Cook	A. Frier
2nd Cook	N. Gardner
E.R.S.	M. Hussein Hersi
Nav. Cadet	B. Sharp
Eng. Cadet	S. Andrews

M.V. "BARON RENFREW"

Master	G. Roger
1st Mate	D. Taylor
2nd Mate	A. Henderson
3rd Mate	C. Williamson
Radio Officer	J. McCool
Ch. Eng.	A. Smith
2nd Eng.	H. Miller
3rd Eng.	J. Reid
4th Eng.	A. Milligan
Jun. Eng.	G. Douglas
Elect.	F. Shelley
2nd Elect.	J. McIntyre
Cat. Officer	A. Sisi
G.P. Steward	J. Berry
G.P. Cat. Boy	J. Brodie
G.P. Cat. Boy	E. Cassidy
C.P.O.	E. Brennan
G.P.l.	G. Weston
G.P.l.	G. Senter
G.P.l.	S. Pyne
G.P.l.	T. Cox
G.P.l.	J. Docherty
G.P.l.	G. Hamilton
G.P.l.	N. Scott
P.O.	D. Carmichael
Nav. Cadet	A. Dinnes
Nav. Cadet	J. Howell

M.V. "BARON ARDROSSAN"

Master	M. Murray
1st Mate	A. Michie
2nd Mate	K. O'Neill
3rd Mate	J. Paget
Radio Officer	L. Anderson
Ch. Eng.	B. Denmark
2nd Eng.	S. Suttie
3rd Eng.	L. Donlan
4th Eng.	D. McFadyen
Elect.	G. Horwood
Cat. Officer	J. Campbell
G.P. Steward	J. Sutherland
G.P. Cook	N. Nagi
G.P. Cat. Boy	E. Bradley
G.P. Deck Boy	J. McLeod
C.P.O.	D. McGuire
G.P.l.	A. Patrick
G.P.l.	A. Clark
G.P.l.	A. Brown
G.P.l.	J. MacLean
G.P.l.	G. French
G.P.l.	J. Webster
G.P.l.	B. Humphreys

M.V. "BARON ARDROSSAN"

P.O.	F. Courtney
Cat. Boy	A. Law
Nav. Cadet	H. Hardie
Eng. Cadet	W. Moncrieff

M.V. "CAPE HORN"

Master	C. MacLean
1st Mate	C. MacDonald
2nd Mate	A. Logan
3rd Mate	D. Johnston
Radio Officer	G. Walker
Ch. Eng.	R. Durbin
2nd Eng.	W. Jones
3rd Eng.	G. McNeil
3rd Eng.	K. Williams
4th Eng.	D. Stark
Elect.	R. Walmsley
Cat. Officer	G. Daddy
G.P. Steward	W. Brown
G.P. Cook	M. Treanor
G.P. Cat. Boy	L. Shortman
G.P. Cat. Boy	J. Hunter
G.P. Deck Boy	J. Ure
C.P.O.	M. Boddy
G.P.l.	W. Power
G.P.l.	A. Abdalla
G.P.l.	P. Thomas
G.P.l.	G. Baker
G.P.l.	G. Cox
G.P.l.	S. Pates
G.P.l.	W. Stokes
P.O.	J. Forde
Nav. Cadet	C. Brown
Nav. Cadet	J. Watson
Nav. Cadet	R. Gernon
SNMY.	M. Daddy
SNMY.	S. Logan

M.V. "CAPE RACE"

Master	N. Walsh
1st Mate	E. Williams
2nd Mate	D. MacIsaac
3rd Mate	K. MacDonald
Radio Officer	J. Thomson
Ch. Eng.	G. Mitchell
2nd Eng.	R. Jackman
3rd Eng.	P. Hopley
3rd Eng.	D. Girgan
4th Eng.	R. Newall
Elect.	B. Martin
Cat. Officer	I. McDonald
G.P. Cook	J. David
Nav. Cadet	D. Peatroy
Nav. Cadet	M. Kenny

M.V. "BARON BELHAVEN"

Master	D. Sinclair
1st Mate	R. Harper
2nd Mate	C. McCurdy
3rd Mate	M. Barrington

M.V. "BARON BELHAVEN"

Radio Officer	D. Wilson
Ch. Eng.	N. Ogilvie
2nd Eng.	T. Jarvie
3rd Eng.	C. Greig
4th Eng.	A. Dabee
4th Eng.	A. Christie
Elect.	R. McIntosh
Cat. Officer	J. Blair
G.P. Steward	K. Dookram
G.P. Cook	F. Scotland
G.P. Cat. Boy	T. Singh
G.P. Cat. Boy	G. Odonochue
C.P.O.	G. Adams
G.P.1.	C. Joseph
G.P.1.	L. Baxter
G.P.1.	O. Lochinvar
G.P.1.	G. Turpin
G.P.1.	E. Congreaves
G.P.1.	I. Davidson
G.P.2.	H. Charles
G.P.2.	C. Lovell
P.O.	C. Kitt
Nav. Cadet	P. Cowing
Nav. Cadet	R. MacDonald

M.V. "BARON INCHCAPE"

Master	L. Hocking
1st Mate	W. Fleming
2nd Mate	J. Cobban
3rd Mate	R. Abercrombie
Radio Officer	W. McIlroy
Ch. Eng.	J. Cochrane
2nd Eng.	W. Drennan
3rd Eng.	T. Orr
3rd Eng.	S. Beeley
3rd Eng.	W. MacDonald
Elect.	I. Mather
Cat. Officer	E. Trotter
G.P. Steward	A. Chisholm
G.P. Cook	A. MacCallum
G.P. Cat. Boy	A. Marshall
G.P. Cat. Boy	T. Prentice
C.P.O.	D. Budd
G.P.1.	W. Bonnar
G.P.1.	P. Farquhar
G.P.1.	N. Campbell
G.P.1.	G. Butler
G.P.1.	J. Buchan
G.P.1.	S. Reid
G.P.1.	T. Sutton
P.O.	E. Gibson
Nav. Cadet	P. O'Sullivan
Nav. Cadet	D. Skinner

M.V. "BARON MACLAY"

Master	W. Greatorex
1st Mate	A. Maxwell
2nd Mate	P. Dunderdale
3rd Mate	G. Shearer
Radio Officer	M. Thomas
Ch. Eng.	E. Kellie
2nd Eng.	W. Green
3rd Eng.	E. Moffat
4th Eng.	D. Carmichael
Elect.	J. Richardson

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

2nd Elect.	J. Smith
Cat. Officer	J. McGurk
G.P. Steward	P. Ralph
G.P. Cook	C. Cheetham
G.P. Cat. Boy	C. Cranston
G.P. Cat. Boy	T. McFarlane
C.P.O.	J. McFarlane
G.P.1.	J. Somers-Harris
G.P.1.	J. MacSween
G.P.1.	B. Hassan
G.P.1.	J. Hainey
G.P.1.	M. Jackson
G.P.1.	P. MacAllister
G.P.3.	P. Humphries
P.O.	S. Hornshaw
Nav. Cadet	E. Morain
Nav. Cadet	C. Parton

M.V. "BARON WEMYSS"

Master	T. Edge
1st Mate	P. Dyson
2nd Mate	H. Aitchison
3rd Mate	S. Hall
Radio Officer	P. Murray
Ch. Eng.	D. Campbell
2nd Eng.	A. Hourston
3rd Eng.	J. Campbell
3rd Eng.	A. Cross
Elect.	J. Hall
Cat. Officer	D. Dyce
G.P. Steward	S. Carling
G.P. Cook	J. Brown
G.P. Cat. Boy	R. Marshall
G.P. Cat. Boy	S. McLetchie
G.P. Deck Boy	D. Paterson
C.P.O.	B. Mahoney
G.P.1.	A. Picken
G.P.1.	D. Ferguson
G.P.1.	J. Russell
G.P.1.	T. McKinnon
G.P.1.	J. Betty
G.P.1.	J. Milne
G.P.1.	R. Johnson
P.O.	M. McPhee
Nav. Cadet	G. Gray
Nav. Cadet	J. Cryan
Eng. Cadet	A. Wink

M.V. "CAPE GRAFTON"

Master	A. Fraser
1st Mate	I. Taylor
1st Mate	D. White
3rd Mate	I. Waters
Radio Officer	T. Davies
Ch. Eng.	F. Freeburn
2nd Eng.	D. Drummond
3rd Eng.	H. MacPhail
3rd Eng.	P. Knapp
4th Eng.	F. Taylor
Elect.	I. Syme
Cat. Officer	J. Smith
G.P. Steward	J. Brown
G.P. Cook	C. MacLeod
G.P. Cat. Boy	W. McMillan

M.V. "CAPE GRAFTON"

G.P. Cat. Boy	K. Wright
G.P. Deck Boy	A. Leslie
C.P.O.	P. Sharman
G.P.1.	S. Anderson
G.P.1.	I. Rodger
G.P.1.	W. Chisholm
G.P.1.	H. McLennan
G.P.1.	R. MacLean
G.P.1.	W. Paul
G.P.1.	G. Wilkie
P.O.	R. Gibson
Nav. Cadet	H. McWilliam
Nav. Cadet	R. Stewart
Eng. Cadet	A. Sinclair

M.V. "CAPE LEEUWIN"

Master	P. Hall
1st Mate	C. Lunny
2nd Mate	A. Nisbet
3rd Mate	I. MacKay
Radio Officer	D. Roche
Ch. Eng.	E. Good
2nd Eng.	D. Pennie
3rd Eng.	J. Carlin
4th Eng.	G. Seymour
Elect.	J. Leiper
2nd Elect.	W. Logan
Cat. Officer	R. Kerr
G.P. Steward	J. Moody
G.P. Cook	I. Gibson
G.P. Cat. Boy	R. Sanford
G.P. Cat. Boy	K. McLeod
C.P.O.	J. McCormack
G.P.1.	T. MacKay
G.P.1.	A. Campbell
G.P.1.	K. Weaver
G.P.1.	D. Lees
G.P.1.	J. Bovill
G.P.1.	J. Gaffney
G.P.1.	W. Wilson
G.P.3.	A. Faulds
P.O.	F. Lax
Nav. Cadet	J. Campbell
Nav. Cadet	J. Millar
Eng. Cadet	N. Ince

M.V. "CAPE GRENVILLE"

Master	S. Readman
1st Mate	A. Weir
2nd Mate	H. Corkhill.
3rd Mate	P. Ritchie
Radio Officer	R. MacMeikan
Ch. Eng.	D. Wright
2nd Eng.	I. MacKenzie
3rd Eng.	D. Dunlop
4th Eng.	R. Frost
Elect.	D. Gibb-Mawhinney
Cat. Officer	A. McGill
G.P. Cook	G. Dunn
G.P. Cat. Boy	G. McKinnon
C.P.O.	D. McMahon
G.P.1.	D. MacLachlan
G.P.1.	J. Craig
G.P.1.	N. MacInnes

M.V. "CAPE GRENVILLE"

(Cont'd.)

G.P.1.	G. Fish
G.P.1.	B. Masters
G.P.1.	A. McMichael
G.P.2.	M. Wilkinson
G.P.3.	C. Finch
P.O.	T. McQuade
Stewardess	L. Chapman
Stewardess	S. McCormick
Nav. Cadet	B. Wilmott
Nav. Cadet	L. Forbes

Late Personnel News

We regret having to report the recent death, after a heart attack, of Mr. Alex Adamson. Mr. Adamson sailed with S.S.M. for a number of years as Radio Officer.

AWAITING APPOINTMENT

Master	G. Anderson
1st Mate	T. Walker
2nd Mate	T. Halhead
3rd Mate	N. Smith
Radio Officer	A. MacKinnon
" "	J. Kell
Ch. Eng.	W. Anderson
"	K. Malhotra
"	W. Rush
2nd Eng.	C. McCrae
"	D. Ball
"	J. Robertson
3rd Eng.	S. Taylor
4th Eng.	D. Thompson
Elect.	G. Andrews
"	R. Bray
Cat. Officer	W. Hall-Fletcher
G.P. Cook	J. Ridgeway
C.P.O.	D. Smart
G.P.I.	P. Bennett
G.P.I.	R. Turner
2nd Steward	E. Kelly
Bosun	M. Horreh
Nav. Cadet	D. Smith
" "	J. Dobson
" "	R. Johnston

VOYAGE LEAVE

Master	M. Turton
"	T. Baker
"	F. Dalby
"	G. Downie
"	B. Lawson
"	W. Warden
"	K. Dootson
"	D. Innes
"	I. Tyrrell
"	J. Jones
"	A. Peebles
1st Mate	W. Andersen
"	J. Purdon
"	J. Houston
"	J. McKellar
"	I. Wemyss
"	I. McLean
"	E. Fowler
"	B. Bedworth
"	R. Duncan
2nd Mate	J. Melville
"	M. Roche
"	J. Anderson
"	L. Morison
"	W. Runcie
"	M. Bajwa
"	N. Lawson
"	E. Kanijo
"	P. Cookson
3rd Mate	H. Hanna
"	J. Philips
"	W. McKie
"	N. Wilson
"	D. Gordon

3rd Mate	E. Henderson
Radio Officer	D. Gudgeon
" "	D. Humble
" "	R. Boatman
" "	D. Poole
" "	R. Burton
" "	A. MacCallum
" "	I. Leese
Ch. Eng.	G. McEwen
"	A. Metcalf
"	R. Taylor
"	D. Chalmers
"	R. Hartley
"	F. Young
"	M. Martin
"	W. Hughes
"	T. Harris
"	R. Towns
2nd Eng.	D.R. Anderson
"	T. Campbell
"	R. Pollock
"	W. Hughes
"	A. Cortopassi
"	G. Harrison
"	A. Warren
"	D. Brown
"	D.T. Anderson
3rd Eng.	J. Patton
"	R. Smillie
"	R. Kennedy
"	N. Ramsay
"	H. Keenan
"	I. MacRury
"	J. Watson
"	G. McPherson
"	M. Currey
"	J. Dillon
"	B. Edwards
"	M. Khan
"	M. Robson
"	C. Bishop
4th Eng.	T. May
"	P. Broers
"	L. Hughes
"	P. Fordham
"	H. Hav
"	K. Kyriacou
"	J. Barr
"	R. Hay
"	E. Carter
Jun. Eng.	I. Rennie
"	P. Wilkinson
"	A. Marrs
"	A. McCombie
"	D. Barrie
"	B. Chalmers
Elect.	W. Hornshaw
"	B. Hallas
"	D. McLellan
"	J. Parker
"	M. MacLennan
"	A. Dodds
"	W. Fraser
"	D. Rowand

VOYAGE LEAVE
(Cont'd.)

2nd Elect.	R. Logan
Cat. Officer	P. Coles
" "	R. Cathcart
" "	E. Hutter
" "	J. McDonald
" "	J. Smith
" "	W. Mitchell
" "	J. Weir
" "	F. De Goey
G.P. Steward	W. McIntyre
G.P. Cook	W. Mitchell
" "	R. Kan
C.P.O.	J. Morrison
" "	A. Clarke
G.P.1.	J. Challis
G.P.1.	S. Buchanan
" "	B. MacKinnon
" "	J. Sander
" "	T. Coughlan
" "	N. Lillie
" "	D. Cook
P.O.	A. Dickinson
2nd Steward	J. McMahon
" "	V. Bettis
Ch. Cook	C. Bain
Bosun	G. Williams
E.R.S.	A. Abdi
Nav. Cadet	T. Dunlop
" "	T. Farley
" "	D. Matheson
" "	A. Slater
" "	H. Watson

STUDY LEAVE

2nd Cook	J. Nitkowski
1st Mate	P. Smart
" "	M. Smith
" "	N. Brewer
" "	S. Wright
" "	J. Wood
2nd Mate	J. Johnstone
" "	D. Clarke
3rd Mate	M. Beeley
2nd Eng.	C. Richardson
" "	W. Adamson
" "	D. Morrison
3rd Eng.	G. Ramshaw
" "	P. Harvey
" "	A. Walker
4th Eng.	J. Miller
2nd Cook	E. Crosby
Radio Officer	A. Honan
2nd Cook	J. Harrison

SICK LEAVE

2nd Mate	J. Gillespie
" "	A. Morris
3rd Mate	M. MacRae
Radio Officer	C. Houston
Ch. Eng.	J. Cummings

SICK LEAVE
(Contd.)

Ch. Eng.	F. Hardacre
2nd Eng.	W. Nicol
3rd Eng.	K. Graham
3rd Eng.	J. Hannigan
Elect.	J. Wightman
Cat. Officer	R. Diamond
" "	T. Robson
" "	E. McLaughlin
Ch. Cook	A. Paterson

TRAINING COURSES

Nav. Cadet	S. Budd
" "	J. Blance
" "	D. MacKenzie
" "	C. Campbell
" "	S. MacDonald
Eng. Cadet	M. Fyfe
" "	W. Irvine
" "	L. MacLeod
" "	R. Morrice
" "	P. Shotton
" "	S. Gadd
" "	N. Anderson
" "	J. Mennie
" "	J. Hardie
" "	M. Sweeney
" "	M. O'Brien
" "	G. Davidson
" "	A. Taylor
" "	R. Dodds
" "	E. Ling
Nav. Cadet	E. Moodie
Eng. Cadet	A. Samuel
" "	R. Taylor
" "	F. Drever
" "	D. Miller
" "	E. Graham
" "	J. Morrison
" "	P. Webb
" "	G. Cowie
" "	V. McCourt
" "	A. Smith
" "	G. Smith
" "	A. MacPhee
" "	A. Porter
" "	D. Dunbar
" "	D. Bell
" "	A. Starrs
Ch. Cook	W. Sutherland

ON LOAN TO OTHERS

3rd Mate	B. Ellis
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