

TRIAD

JOURNAL OF
Scottish Ship Management Limited



M.V. "CAPE LEEUWIN"

No. 24 — SPRING/SUMMER, 1975

E D I T O R I A L

The Scottish Ship Management Board has been working on a reorganisation of the Office which it is hoped will lead to greater efficiency. This reorganisation went into operation on 2nd June, 1975. The two departments which remain unaltered are Chartering and Finance, although the latter has had some internal adjustments. The big change comes in the formation of a new department called 'Management' which is headed by Mr. Peter Smith and Mr. Norman Bowers, as Marine Operations Director and Technical Director respectively. They have, within their control, Personnel, Superintendents and Ship Managers. Two senior appointments are Mr. John Fulton as Operations Manager and Mr. J.A. Lazaras as Chief Superintendent Engineer. The Ship Managers will be Mr. Douglas Fox, Mr. Billy Picken and Mr. Andrew Nicholson. The Ship Management Groups now include Superintendents and Ship Managers will be expected to monitor not only the operational aspects of the ships allocated to them but also expenditure on repairs against budgetted figures and all other forms of expenditure.

Mr. David Gray has been appointed Financial Controller.

Inevitably, a reorganisation of this nature brings changes and unfortunately, in this case, one or two redundancies.

Mr. Walter Scott, who has been Operations Director since the formation of Scottish Ship Management until recently, retired on 31st May this year. Mr. Bob Morrison leaves Scottish Ship Management and goes to Lyle, Gibson & Co. Ltd. and Mr. Bob Forrest, who was Financial Accountant, has left the Company.

It is hoped that this new organisation will bring closer co-operation between the various interests and automatically a more efficient running of the fleet.



Mr. Walter M. Scott, who relinquished his Directorship of Scottish Ship Management at the end of May, 1975, joined H. Hogarth & Sons in 1938 and, with the exception of his war service, was with that Company, and subsequently with Scottish Ship Management Limited during that whole time. In 1963 he was appointed a Director of H. Hogarth & Sons Limited and he remains a Director of that Company.

Mr. Scott was well known to all Masters and Chief Engineers over the long period during which he acted as Operations Director. His other responsibilities involved Fleet Insurances and Claims and he will continue to represent H. Hogarth & Sons Limited as a Director of The North of England Protecting and Indemnity Association Limited. He was also a Director of the Glasgow and Clyde Ship Owners' Association and was President of that Organisation in 1974. He served for three years as a Director of The Glasgow Shipowners' and Shipbrokers' Benevolent Association.

Mr. Scott is very well known and highly respected in Glasgow Shipping circles and also in the General Council of British Shipping in London where he represented the Company on the Deep Sea Tramp Section.

We shall miss his wise counsel and long experience.

Mr. Scott and his wife have recently converted a cottage at Gelston, near Castle Douglas, and they plan to move there about the middle of June. We wish them both many years of good health and happiness in the future and look forward to seeing Mr. Scott on his visits to Glasgow.

The launching of the above company was announced on 23rd May, 1975.

In conjunction with three investment institutions, all Lyle shareholders, in Aberdeen, Glasgow and Edinburgh, Lyle is arranging the placing of £5,000,000 of equity of which it will initially hold 40%. The capital will be called up in instalments over the next two years.

The company will invest selectively in various projects mainly concerned with offshore activities.

This new venture will broaden the scope of Lyle's earnings and create greater stability during periods of depression in the Shipping Industry.

OFFICE NEWS

Our congratulations to :-

Miss Anne Sanderson and Mr. Ian McLeish, of the Strathclyde Police Force and prior to that with S.S.M., who were married on 2nd June, 1975. A Presentation for Anne was held in the Office on 30th May, 1975.

Miss S. Morton on the announcement of her engagement to Mr. F. Bennewith on 19th April, 1975.

We welcome back to the Office, after a six-month working holiday in New Zealand, Miss Sandra McCorquodale. Sandra rejoined the Staff of the Data Processing Department on 9th June, 1975.

During April we were indeed pleased to have the opportunity of welcoming to Glasgow Mr. Peter G. Savage, Manager in Melbourne of Universal Charterers Pty. Ltd., and in May we also had the pleasure of again meeting Mr. Jan Oppl of Universal's Sydney Office. Mr. and Mrs. Oppl were on their honeymoon trip to the United Kingdom, Norway (Jan Oppl's native heath) and other European countries.

The Annual Office Golf Outing was held on Friday, 9th May, again at Cardross Golf Club. The weather was, unfortunately, somewhat dull and damp but the participants enjoyed themselves nevertheless. The results were : 1st, Mr. D. Border; 2nd, Mr. A. Baillie; 3rd, Mr. P. Cooney. As guests we were very pleased to welcome Mr. A. McNair, Mr. A.H. Halliday and Mr. F. McKerron.

A supper-dance was held on board the "Carrick" (ex s.v. "City of Adelaide") in Glasgow on Tuesday, 22nd April when about seventy, with guests, attended from the Office. It was voted a great success.

The Derby was, of course, run at Epsom on 4th June and in the Office Sweep-stake the following were the lucky winners : 1st, D. Beveridge, Computer Department (Grundy); 2nd, J.A. Gray, Technical (Nobiliary); 3rd, N.T. Smith, Accounts Department (Hunza Dancer).

Cover Photograph : On this occasion "Cape Leeuwin" is featured in the Cover Photograph. She is shown in San Francisco Bay with the San Francisco-Oakland Bay Bridge beyond the ship and the Oakland Container Terminal on the right. The photograph was taken by Mr. Jack McLennan, Technical. (See also Page 23).

PERSONNEL NEWS

Our congratulations to :

the following, who have passed Certificates of Competency recently :

J. Wood, Chief Officer	- Master.
G. Houston, Chief Officer	- Master.
S. Wright, Chief Officer	- Master.
P. Brooks, Chief Officer	- Master (apologies for this late announcement).
D.A. Clarke, 2nd Officer	- Master.
A. Latty, 2nd Officer	- Second Mate.
M. Beeley, 2nd Officer	- Second Mate.
D. Smith, 3rd Officer	- ONC/Second Mate.
E. Moodie, Deck Cadet	- OND.

PERSONNEL NEWS (con'd.)

A. Wink, Engineer Cadet	-	OND.
S. Andrews, Engineer Cadet	-	OND.
D. Morrison, 2nd Engineer	-	First Class Certificate.
H.G. Miller, 2nd Engineer	-	2nd Class Certificate + Part 'A' Chief's.
J. Stone, 3rd Engineer	-	Part 'A' 2nd Class.

and the following Cadets who recently gained prizes at College :

D. Smith	-	Shell Tankers (U.K.) Prize	-	OND Course Phase III, Leith.
E. Moodie	-	B. & C. Prize	-	OND Course Phase III, Glasgow.
S. Budd	-	Marine Soc. Prize	-	OND Course Phase I, Glasgow.
M. Sweeney	-	Practical Prize	-	OND Course Phase I, Glasgow.

It is with regret that we have to record the death of Robert Kennedy, Third Engineer, who lived in Belfast. Mr. Kennedy was a popular member of our Staff and we extend our sympathy to his parents.

During a recent visit to the Office Mr. I. McDonald, Catering Officer, asked that his thanks, and those of his wife, be recorded in TRIAD to the Officers on "Baron Belhaven" for the wedding gift and telegrams of congratulations. These were very much appreciated.

Mr. P.V. Flynn, Second Officer, retired recently and he has written to us requesting that a few appreciative comments from him be included in TRIAD. Mr. Flynn writes :

'I have been at sea for many years - I will not say for how long in case that makes me feel older than I am! During this time I have been in quite a few shipping companies and I must say without reservation that S.S.M., for my short period with them, has been the best company I have served in - for kindness, understanding and co-operation. All the Office Personnel I have come in contact with have been exceptional, also those I have sailed with have been just as good. I shall now sum it all up in a few words - "Give S.S.M. a square deal and you will get more than a square deal back"'.
We wish Mr. Flynn a long and happy retirement.

FLEET NEWS (as at 14th June, 1975).

"BARON ARDROSSAN" is due at Sydney, N.S.W. on the 12th June where she will load for Indonesia. She is expected to leave her loading port 18th-19th June.

"BARON BELHAVEN" is due at Blyth on the 15th June and hopes to complete discharge there 20th-21st June, after which she will drydock at Jarrow.

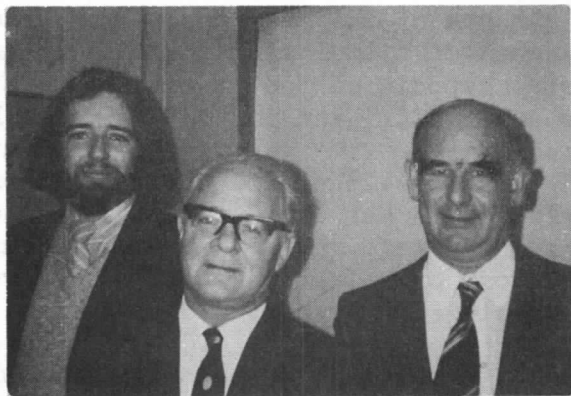
"BARON DUNMORE" arrived at Ocean Island on 10th June. From there she will shift to Nauru and thereafter sail for Albany and Geraldton, Western Australia, to discharge. On completion at Geraldton she will proceed to Christmas Island to load for New Zealand.

"CAPE GRAFTON" arrived at Christmas Island on 11th June to load for New Zealand, where she should arrive on or about the 26th June. Indicated discharging ports are Auckland, Whangarie and New Plymouth.

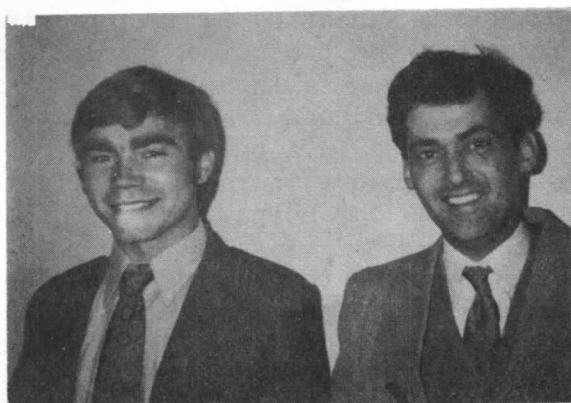
"CAPE GRENVILLE" Having loaded part-cargo at Port Pirie, this ship completed loading at Adelaide and sailed from that port on the 28th April for Antwerp, where she arrived 10th June. After drydocking at her discharging port she will sail for the U.S. Gulf to load for Indonesia.

"CAPE HORN" arrived at Townsville, Queensland, on the 10th June where she will load for St. John, N.B. She will proceed to her discharging port via the Panama Canal.

"BARON INCHCAPE" is in drydock at Kobe, undocking on 11th June. Thereafter she will complete repairs.

SEASTAFF 15

Third Engineer J. Dillon (left)
Catering Officer F. de Goey (centre)
Captain I.H. Tyrrell (right)



Deck Cadet T. Farley (left)
Chief Officer I. Wemyss (right)



Radio Officer D. Poole (left)
Chief Engineer T. Harris (right)

The following attended a Seastaff which was held between 18th and 21st March, 1975: T.R. Baker, J. Barr, A. Cortopassi, F. de Goey, J. Dillon, T. Dunlop, T. Farley, T. Harris, D. Poole, W. Runcie, I.H. Tyrrell and I. Wemyss.

Prior to our attendance at Seastaff we all received a detailed schedule of the various subjects to be discussed and the names of the speakers. Upon reading the programme it looked as if it would be a week of stimulating interest to us all and, as events later proved, we were not disappointed for it came up to all our expectations. The speakers all gave us a very full and comprehensive talk about their own particular spheres and in the limited time they spoke they put us fully in the picture and, having invited questions, they did not spare themselves in supplying the answers. An entirely new aspect was introduced by the showing of a film on the subject of Management and this revealed clearly to us all the consequences of a lack of communication, organisation, work objectives and planning. Happily, with the generally smooth running of the G.P. system, with regular Management meetings, and meetings of other committees held on S.S.M. ships, we were able to see clearly the difficulties of others who serve on vessels which have not got the benefit of such organised systems. A number of us felt that in previous years we had been guilty of some faults depicted in the film. Certainly, we all felt that it would be beneficial for all members of the Company to see this particular film.

The visit of Glasgow Police Inspector McLean and Mr. Levin, a District Attorney from the American Narcotics Bureau, provided considerable interest with a film on illegal drugs and the production of drug samples for us to smell and handle. The facts of illegal drug-taking were indeed grim for the unfortunate drug-taker and in several cases the end was tragically fatal. Having seen the samples, it has now enabled us all to be in a better position to recognise them in their varying forms. It is hoped that in due course a detailed leaflet identifying drugs will be produced and distributed to our ships. Also, perhaps, the film in question.

Other innovations to Seastaff were talks given by Mr. G. Leadbetter of the B.S.F. and Mr. Scrimgeour of the M.N.A.O.A. Both these gentlemen gave us full details of the activities and future aims of their organisations as well as replying to our enquiries.

From several speakers we received financial details giving us the hard facts of the commercial operation of the Company with details of repair costs, stores, insurance, fuel and travel expenses. To quote one example - that of travel expenses - an expense that embraces all ships' crew members for leave at stipulated periods. In the last twelve months this item cost around half-a-million pounds, an astronomical figure which mainly profits the airlines! These high costs now prevail at a time when the freight market is depressed and, having obtained the facts of overall operating costs, we believe it brought home to us all the imperative need to do our jobs without any unnecessary waste or expense that could be avoided. Perhaps, having heard these facts of shipping costs, etc., it doubtless allowed Mr. Scrimgeour to have an easier passage than that which he may have expected!

The Chairman and other Directors treated us royally to lunch at the Western Club and there we realised what a change had taken place over the years in the matter of communication. All present felt that we serve in a Shipping Company where people are not just ciphers but are individuals whom the Board of Directors take the time to get to know. We appreciated afresh that matters of mutual interest were able to be discussed informally and various points clarified. Despite the current depressed freight market we all came away with optimism, having been made aware of the detailed planning, technical expertise and dedication of those at our Head Office.

In conclusion, Seastaff left us with a lot to think about and, in future, when serving on our ships we shall be able to pass on to our colleagues some of the knowledge which we acquired. Our thanks to all at S.S.M. Office for having given us so much of their time and especially to Mr. J. Gray for piloting us through - we trust his 'in' tray still had some freeboard at 1700 hours on the 21st March!

I.H.T.

SEASTAFF 15

Deck Cadet T. Dunlop (left)
Fourth Engineer J. Barr (right)



Captain T.R. Baker



Second Engineer A. Cortopassi (left)
Second Officer W. Runcie (right)



"Seaforth Warrior"

Seaforth Maritime Limited, Aberdeen, had a busy time in March, for during that month they took delivery of two new vessels and launched a third. Within ten days the "Seaforth Warrior" and "Seaforth Victor" joined their fleet, which means that Seaforth now have seven vessels operating in the North Sea, leaving a further five to come to complete their first phase of seaborne operations.

The two new ships immediately went on charter to Conoco North Sea Inc., and are operating out of Dundee in company with "Seaforth Prince" and "Seaforth Challenger". The "Warrior" commenced operations with the rig "Pentagone 82" and the "Victor" with the semi-submersible rig "Venture I". The master of the "Warrior" is Captain George Dobby (who has sailed with S.S.M.) and Captain Bill Andrews commands the "Victor". Chief Engineers on the two vessels are Mr. G. Wilkes and Mr. D. Downie respectively.

The "Warrior" was built by Cochranes, Selby, and the "Victor" by Charles Hill of Bristol.

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A Frenchman was relating his experiences in studying the English language. He said, "When I discovered that if I was quick I was fast, that if I was tied up I was fast, that if I spent too freely I was fast, and that not to eat was to fast, I was discouraged.

"But when I came across this sentence, - 'The first one won one one-pound prize, ' I gave up."

A motorist, filling out an accident report form, wrote : "I was reversing out of a parking space, and by the time I reversed out far enough to see what was coming, it already had."

We continue our short 'Histories of Agents' with whom we have had a long business association with an account on Dodwell & Company Limited, Japan. We are obliged to Mr. K. Saishoji, General Manager, Shipping, Dodwell & Company Limited, for sending us this article.

DODWELL & COMPANY LIMITED

Trading in its earliest days as W.R. Adamson & Company, the firm of Dodwell & Company Limited traces its inception back to the Treaty of Nanking which opened certain ports in China to foreign merchants.

Beginning operations at these Treaty Ports in 1858, the Company quickly built up a large business in the export of tea, silk and china products of all kinds, and in the import of general merchandise. It is recorded that one transaction consisted of no fewer than 11,000 bales of raw silk which was shipped across the Pacific in one vessel. The value of this shipment amounted approximately to six million U.S. dollars.

During those early years the Company operated as steamship agents on an ever-increasing scale. In 1887, through the foresight and energy of George Benjamin Dodwell, the Company played a vital part in inaugurating the first regular steamship line across the Pacific between Vancouver and China. This enterprise, called the Canadian Pacific Steamship Line, proved the direct predecessor of the Canadian Pacific Line we know today with its fleet of beautiful "Empress" liners. In 1891, when the Company was carried on under the style Dodwell, Carlill & Company, with its head office in Hong Kong and with branches throughout China and Japan, they launched the Northern Pacific Steamship Company. This linked up ports in the Orient with those on the North American coast and provided the first regular trans-Pacific service to the Puget Sound.

The year 1898 saw the registration of the Company in London as a private, limited company under its present title. Up until the outbreak of the First World War, the Company developed a very large tea business with Russia, which continued until 1917.

Having traded successfully through the war years of 1914 to 1918, weathered the post-war slump, and surmounted all the market difficulties of the thirties, the Company found itself in 1941 operating over a wider field than ever. Then, the whole pattern changed overnight with the sudden outbreak of war in Asia in December, 1941 and the Company was immediately faced with the total immobilisation of most of its branch offices in the Far East.

During the Second World War the loss of trading in the Orient was to some extent/offset by a considerable extension of business activity on the part of Head Office in London and the remaining active branches were also able to report an increase in turnover during these war years.

With the cessation of hostilities very little time elapsed before our branches were once again functioning in Hong Kong and Japan. Since then, many additional branches have been opened and wholly-owned subsidiaries and associated companies formed across the world.

From its early days the 'merchant adventuring' Dodwell has developed the characteristics that make the organisation rare among international trading groups. The Company is now deeply involved in the sophisticated marketing of a wide variety of products, while its shipping activities are supplemented by participation in the developing field of air-freight.

In 1972 the Company became a member of the Inchcape Group of Companies. Inchcape & Company, Limited is the Holding Company with 250 Subsidiary Companies comprising trading, banking, shipping and manufacturing companies. The Company's shares are quoted on the London Stock Exchange. The shares of an intermediate holding company are quoted on the Stock Exchange of Malaysia and Singapore.

Steamer sailings on Loch Lomond date back as far as 1817, that is, only five years after the building of the "Comet", and the first of the freshwater paddlers was a small ship called the "Marion".

Some years later a rival concern commenced operations on the loch and to capture their share of the traffic they greatly reduced the existing fares, while their steamer, the "Lady of the Lake", was advertised to provide "excellent dinners, hot and cold, with strawberries and cream and other fruits in season, and wines and liqueurs of the best quality on board for the convenience of passengers".

All these "extra trimmings" failed to attract sufficient travellers and the new company faded out.

In the earliest days the route to the loch was made by way of steamer to Dumbarton, thence by coach to Balloch, where the units of the loch fleet lying in the River Leven were boarded by means of ferry boat.

In 1848 a pier was erected in the river by Balloch and one of the ships then on duty was the "Waterwitch", which saw nine years of service before being returned to the builders in part-payment for a new vessel ready to take over.

Two years after the arrival of the "Waterwitch" on the lochside, the Caledonian and Dumbarton Junction Joint Railway had pushed ahead to Balloch, the terminus being known as Leven Balloch Bridge Station, and in another eight years there was a direct train service from Glasgow by means of the Glasgow, Dumbarton and Helensburgh Company.

It was not until the nineties, however, that the station and pier at the loch-side came into use. By this time the Loch Lomond fleet had been taken under the wing of the North British Steam Packet Company and the funnel colouring of the vessels was altered from black to conform to the standard N.B. design - red, with white band and black top. They did not tamper with the style in nomenclature then existing in the flotilla, and since that day such noble titles as "Prince of Wales", "Prince Consort", "Empress", "Prince George", "Princess May" and "Prince Edward" followed at regular intervals.

Nowadays the extremity of sailing up the 'Bonnie Banks' is Ardlui, but in the 1840's a canal was built at the northern tip as far as Glen Falloch and at Inverarnan Inn a pier was constructed for the use of the diminutive craft then plying. This was the jumping-off place for coaches to the north and west, so in the past Loch Lomond, besides being a scenic gem, was also an important link with the Highlands.

Practical Puss

Tom was a fine, big pussy cat of which his owner was very proud. However, Tom did have one serious shortcoming, not uncommon with tomcats. He enjoyed nothing more than spending a night out on the tiles and the noise he and his friends made on these nocturnal escapades defied description. Eventually, it became so bad that Tom's master was forced to take him to the vet., where Tom was suitably attended to.

Tom's owner bore him home with a light heart, confident that from that time on he could be certain of long, peaceful, undisturbed nights. So, his horror, dismay and annoyance can be imagined when, in a very short time, Tom was again sallying forth of an evening and the noise was as terrible as before.

Exasperated, Tom's owner took the noisy pussy to one side and said severely - "Look here, Tom, you know quite well why you paid a visit to the vet. and that because of that you are not meant to make so much noise. Would you kindly offer me an explanation?" "Yes, indeed", replied Tom. "You see, after some thought I decided that if I can't be a general practitioner, I might as well be a consultant!"

WHY PRIVATE MEDICAL TREATMENT ?

Private medical treatment is more in demand now than it was twenty-seven years ago when the National Health Service was started. More and more patients are prepared to pay for the right to be seen and treated by the consultant of their choice at a time suitable for their working and domestic lives which helps to reduce the worry and concern at a time of illness. More and more people want privacy when they are sick.

The demand has risen, but so has the cost, and so most people - over two million at present - find in a subscription to BUPA a reasonable way of paying for the treatment they desire.

Over two thirds of BUPA subscribers join through Group Plans and a BUPA Group has been formed by Scottish Ship Management Limited for the benefit of its staff. Members enrolling are eligible for special concessions : a reduction of 20% on the cost of their subscription and immediate entitlement to benefit on acceptance of their registration instead of the customary waiting period of three months.

Wives, husbands and children of subscribers can be protected in the same way for a modest additional proportional cost. The charge for the first child covers all subsequent children as well, up to the age of 18. After this age children can become BUPA subscribers with a lifetime discount on their subscriptions or opt for special student cover, if they pursue a course of further education, until they are 25. Once you have joined the Unit Scheme, BUPA gives you the option to renew your registration each year, irrespective of your subsequent health record.

The cover offered by the BUPA Scheme consists of the cost of a private bed (for 52 weeks in the year), home nursing (for 26 weeks each year), specialists' fees for operations, consultations, pathology, radiology, radiotherapy and physiotherapy and regular hospital attendance by a physician and out-patient treatment. If a subscriber is treated in an NHS bed, as a casualty for example, there is a special payment for convalescent, home help or additional travelling expenses.

When subscribers go abroad on holiday or business they are covered in just the same way as in the U.K. But to meet all those extra costs and higher medical rates that operate in some countries, there is a special Worldwide Travel Scheme which provides up to £1,000 or £2,000 more for medical treatment at a very reasonable premium. Optional cover is also offered for such items as personal accident and liability, loss of money, baggage and personal effects.

BUPA has sponsored a charity, the Nuffield Nursing Homes Trust, which operates a chain of twenty-four hospitals throughout the country, the local one being the Nuffield McAlpin Clinic, Beaconsfield Road, Glasgow. BUPA, through its Medical Centre, also provides the most modern form of preventive health check-up in the country.

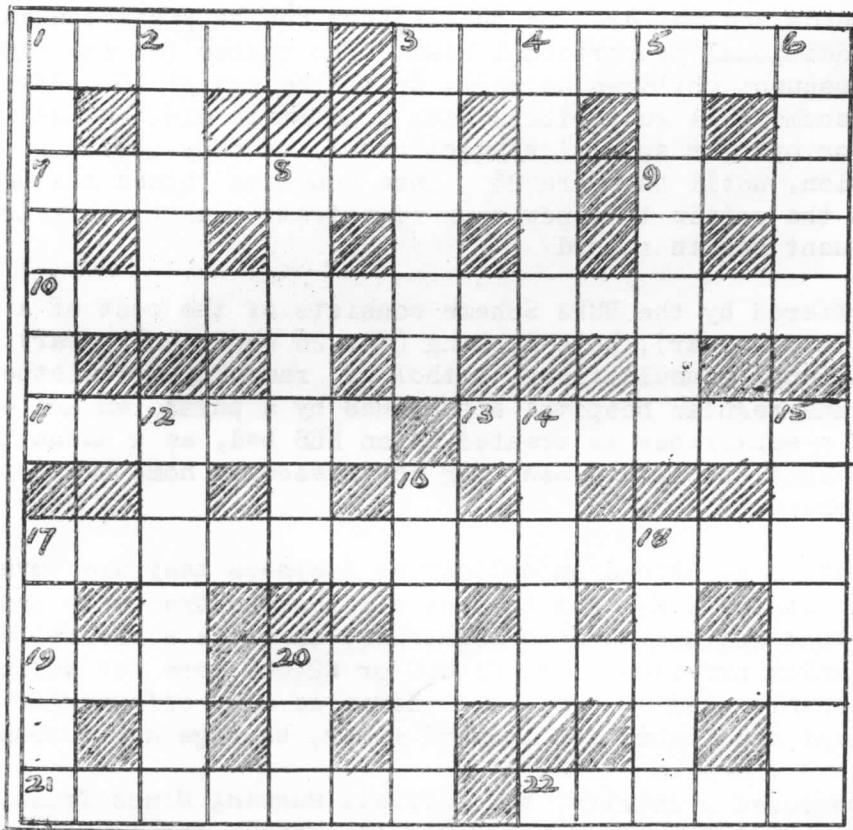
For further details, please contact the Group Secretary :-

Mrs. Patricia Adams,
Scottish Ship Management Limited,
40, Buchanan Street,
GLASGOW, G1 3JZ.

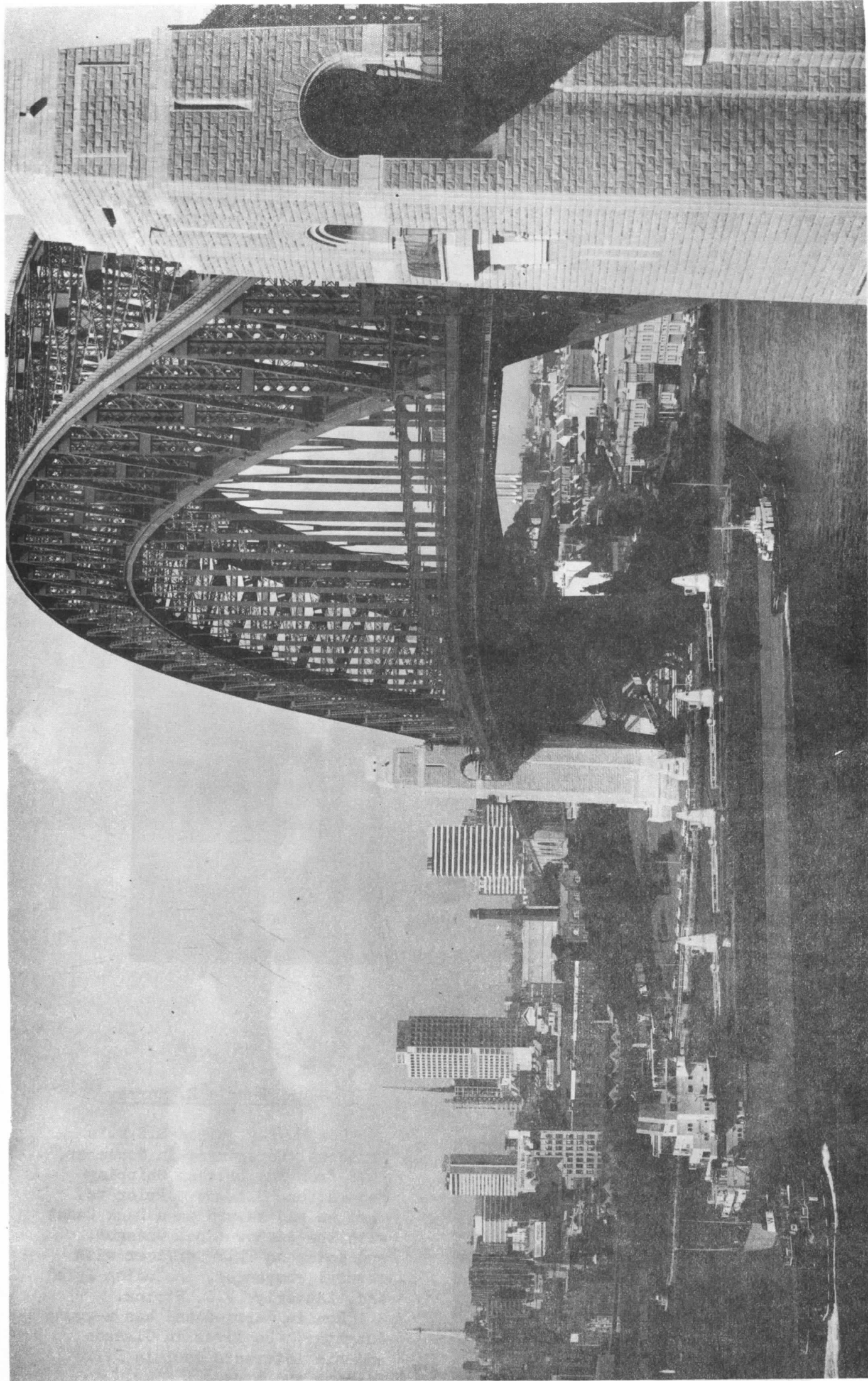
(Solution on Page 29)

Across

1. Roman-built house (5)
3. Hot condiments (7)
7. Transmission of energy (9)
9. Decay (3)
10. Factors with pomp (13)
11. Show glee at seeing this young bird (6)
13. Life's progress (6)
17. Angry intentions lead to misunderstandings (13)
19. Ask if it contains a narrow strip of wood (3)
20. Claimant, young or old? (9)
21. Section (7)
22. Trip the light fantastic (5)

Down

1. Marvel (7)
2. Low point, but not decimal (5)
3. Small club used by fishermen - even on Sundays? (6)
4. Mix the paint for a quantity of milk (5)
5. Aural pain (7)
6. House plots (5)
8. An animal in the A.T.S. - quite a set of charmers (7)
12. Shining (7)
14. Mix your beer quietly for a fruity answer (5)
15. Twelfth man (7)
16. Superlatively clean (6)
17. Containers (5)
18. Danes first used this chair in France (5)
20. You can't eat this in the sky (3)



"Cape Grafton" passing under Sydney Harbour Bridge

Photograph : Marine Photography, Chatswood, N.S.W.



Mr. Douglas Fox

Douglas Fox joined S.S.M. Office Staff as a Ship Manager in 1973.

Prior to that he was at sea, starting his working life as a Deck Cadet with Lyle Shipping Co. Ltd. and subsequently continuing his sea employment with other major shipping companies. Before becoming a member of the Operations Department, he was a Chief Officer with S.S.M.

Douglas' main interests outside the Office are swimming and reading. He is married, has two children, and lives in Glasgow.

Mrs. Patricia Adams

Paddy Adams joined S.S.M. in 1974 from the world of stockbroking and works for the Chairman, Mr. T.S. Shearer. She also has the job of Group Secretary of B.U.P.A.

She loves the sun and manages to get abroad in search of it most years. She has a son and two daughters.

Paddy is a keen gardener and her other hobbies are skating and listening to classical music.



Mr. Ronald H. Murray

Ron Murray joined S.S.M.'s Personnel Department in November, 1972 from The British Shipping Federation, Glasgow. Prior to that he had served as a Deck Cadet with the Anchor Line, Glasgow, and later as Third Officer with several companies, including Lyle and, latterly, F.C. Strick.

Ron is married and has a young daughter. He lives in Glasgow and his interests include D.I.Y., fishing and bird-watching.



Q U I Z .

1. Name the capital city of the Netherlands.
2. What is the origin of the word 'minster' (as in York Minster)?
3. How many universities are there in the United Kingdom?
4. What was the Treaty of Portsmouth?
5. Who introduced the whaling harpoon gun?
6. Name the British liner which, in the early years of the twentieth century, recaptured the Blue Riband of the Atlantic from Germany. Also, what year did it happen and which German ships were involved?
7. What led to the Law of Diplomatic Immunity?
8. What was the Hindenburg disaster?
9. Tom Brown's Schooldays, by Thomas Hughes, is a very well-known story about English public school life in the nineteenth century. Which school, and the life within it, does it describe?
10. Duralumin is a light-weight metal. What is its base?
11. What is a sympathetic nerve?
12. In tennis, what is a double-strike?
13. Describe 'soupa avgolemono'.
14. Still in the same general part of the world, what is 'su'?
15. What is a nova?
16. What is plumbago?
17. What is an artefact?
18. Describe a mirage.
19. What is a diorama?
20. What is a corbel?

(Answers on Page 29)

It could be said that one of the less attractive characteristics of human nature is the almost universal interest shown in disaster in its various forms - not the interest displayed by those who work actively to alleviate the results of a disaster and afterwards make a study of the disaster with a view to, hopefully, preventing a recurrence - that is wholly admirable - but the morbid and often prolonged interest shown by multitudes who have no personal involvement at all. To develop this point a stage further, there have been certain disasters which, for a variety of reasons, continue to capture the imagination of people who can know of them only in an historical sense - disasters such as the Great Plague, and then a year later, in 1666, the Great Fire of London, the Tay Bridge Disaster, the destruction of St. Pierre by Mount Pelée in 1902, or the sinking of the "Titanic" in April, 1912 to name but a few and all of which have had reams written about them.

Another disaster which has certainly been heard of, if not known about in detail, by most people is the San Francisco Earthquake. So, being human and therefore displaying just those aspects of human interest referred to above, here are some of the salient facts about that disaster, and a disaster it really was, on a massive scale. It is fair to say that reminders of the San Francisco Earthquake continue to be quite constant for there are persistent, well-reasoned and expert forecasts that it could - almost certainly will - happen again. Indeed, it would seem to be a geological certainty that history will repeat itself.

The reason for this near-certainty is the fact that San Francisco lies almost across one of the major faults in the earth's surface - the Pacific Ocean's coastal regions are an almost continuous line of faults and volcanic areas - and the historical record during the last one hundred years and more of earthquakes and tremors occurring in the immediate area of San Francisco and in other parts of California.

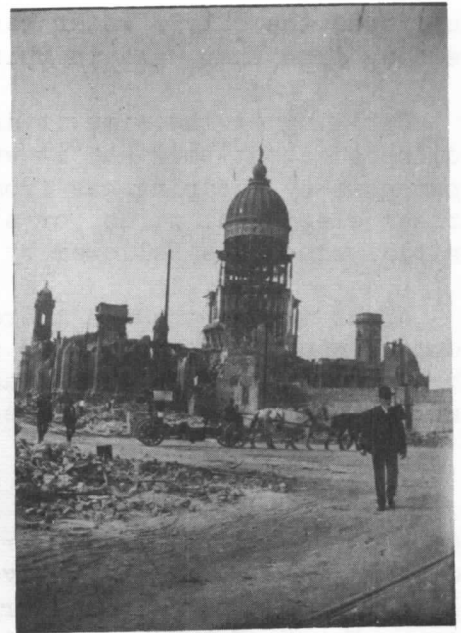
The fault near which San Francisco stands is called the San Andreas Fault, named after San Andreas Lake on the peninsula south of the city, a fault discovered in 1893 by Andrew Lawson, a geologist. Throughout the ages it has been responsible for 'quakes and tremors in Central California and recent, recorded shakes occurred in 1857, 1865, 1868, 1890 and 1898. The Fault actually lies about eight miles from the centre of San Francisco and is one of the great fractures of the world, running as it does for most of California's length. It is known that, in the years since 1906, pressure has been building up along the San Andreas Fault and, as a result, whole areas of the State are slowly moving. The situation in the San Francisco Bay area is further complicated by the presence of another fault - the Hayward Fault - eighteen miles to the east of the main fault.

It might be said that most native San Franciscans probably consider the possibility or even probability of an earthquake in their city in their sub-conscious mind but it is not frequently referred to in ordinary conversation and it is certainly the case that everyday life goes on in the city pretty much as though the possibility, or probability, simply did not exist. This was undoubtedly the case for at least ninety percent of the population as they went about their business on Tuesday, 17th April, 1906 and later as they went to bed that night although there were those who, perhaps being wise after the event, maintained that they recognised signs of impending trouble, such as oppressive heat and agitation displayed by dogs and horses, in the few days before the 17th. However, even if these signs were noted and recognised by a few, nothing could have been done by them to avert what followed.

The first to experience the earthquake, or the effects of it, although they did not realise at the time what was happening, were those aboard ships at sea off the Californian coast. They appear to have been severely shaken by the shock that passed beneath them and then this shock, travelling at over 7,000 miles per hour, left the ocean floor and moved ashore near Point Arena, about one hundred miles north of San Francisco. At 5.12 a.m. on the 18th April, 1906 the first heavy shock struck San Francisco itself and at this moment were



Market Street, San Francisco. The city's main thoroughfare. View taken looking west



The remains of San Francisco City Hall, which had cost \$7,000,000 to build (above)



Market Street, looking east towards the Ferry Building, one of the comparatively few buildings to escape and which is standing to this day. Progress has been made in clearance operations and electric trams are again running.
(left)



All that remained of the Grand Hotel, San Francisco.

destroyed the city's water reservoirs to the south, together with the conduits leading from them, and in this act of destruction the city's fate was sealed.

Striking at the time it did, many people were trapped or killed as buildings collapsed about them and it was not long before fires started, caused in some instances by escaping gas from fractured mains being ignited by sparks from broken electrical wires, or stoves in wooden buildings being overturned. The initial shock was followed by others, adding to the damage already done.

After the earthquake there followed a period of stunned inactivity - a common enough reaction after a disaster, and then, when people did gather themselves together, there was confusion and, initially, an almost complete lack of organisation and cohesion.

This confusion continued for some time, generated in some measure by division of control. On the one hand Brigadier General Frederick Funston, acting commander at the Presidio Garrison in San Francisco with 2,000 troops under his command, on his own initiative and without orders from any source, unilaterally placed the city under military control, whilst on the other hand the city's mayor, Eugene Schmitz with his Committee of Fifty (composed of men in the community who held important positions in various spheres), endeavoured also to organise rescue, relief and fire-fighting. The facts suggest that Funston and Schmitz did not like one another and this would be another factor in making co-operation difficult. It seems that in due course General Funston's will prevailed and for a period the city was subject to his orders and those of the troops under his command.

Inevitably, in an area of such widespread destruction and difficulty of control, looting started and a hard line was taken by troops - and others with no official authority - in dealing with looters, summary execution on the spot.

As time passed and after the quakes and tremors ceased, the major problem was dealing with the resultant fires, most of which had their points of origin in the Mission and Chinatown districts of San Francisco, older parts of the city where many of the buildings were constructed of wood and congestion was normal. As already mentioned, water supplies had been largely destroyed by the original earthquake, so fires could not be contained and these fires were, in fact, greatly assisted in their rapid spread by strong winds. The fire department's task was made even more difficult because of streets blocked by rubble and also because the Fire Chief was one of the earliest victims of the earthquake.

The lack of water and the persistence of the wind allowed the fire to spread with frightening rapidity and the only defence against its totally uncontrolled spread was to create a 'fire-line'. Numerous attempts with large quantities of dynamite and guncotton were made to arrest the fire by blowing up individual buildings, but as often as not these attempts merely aggravated the situation for in so many cases the explosives were in inexperienced hands.

It was decided to form a 'dynamite line' along the length of Van Ness Avenue which ran, and still runs, in a north-easterly/south-westerly direction across the city. Not only dynamite, but artillery also, was used to demolish buildings along this thoroughfare and this, as well as a fortuitous change in wind direction which caused the fire to turn back on itself, proved successful for, with only small exceptions, the fire was held at Van Ness Avenue.

The material damage caused by the earthquake and fire was immense and the loss in human terms will never be known precisely, but it is certain that more than five hundred people perished in San Francisco alone. The thousands driven from their homes moved to tented encampments situated away from the approaching fires or crossed over to the towns on the east side of San Francisco Bay.

The earthquake struck in the early hours of Wednesday, 18th April and at 7.15 a.m. on Saturday, 21st April, 1906 - seventy-four hours after it had begun - the fire was officially declared out. Thus ended one of the world's major disasters and then began the period of clearing up and rebuilding.

The pictures accompanying this article are from prints of photographs taken shortly after the earthquake by the writer's father.



The broken and burned remains of buildings on Third Street, San Francisco, near the Southern Pacific Railway station.

Another view of ruined buildings in Market Street



One of the refugee encampments on the outskirts of the city.

THE END!

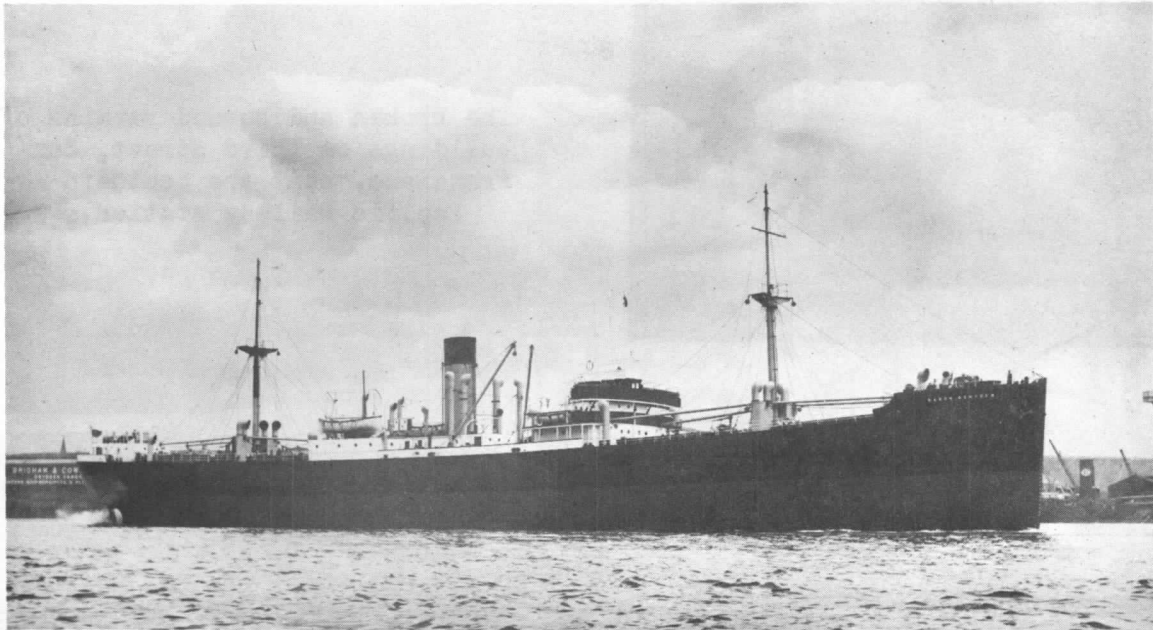
WARNING!

Notice is given that
any person found
Pilfering, Stealing,
Robbing, or committing
any act of Lawless Violence
will be summarily

HANGED

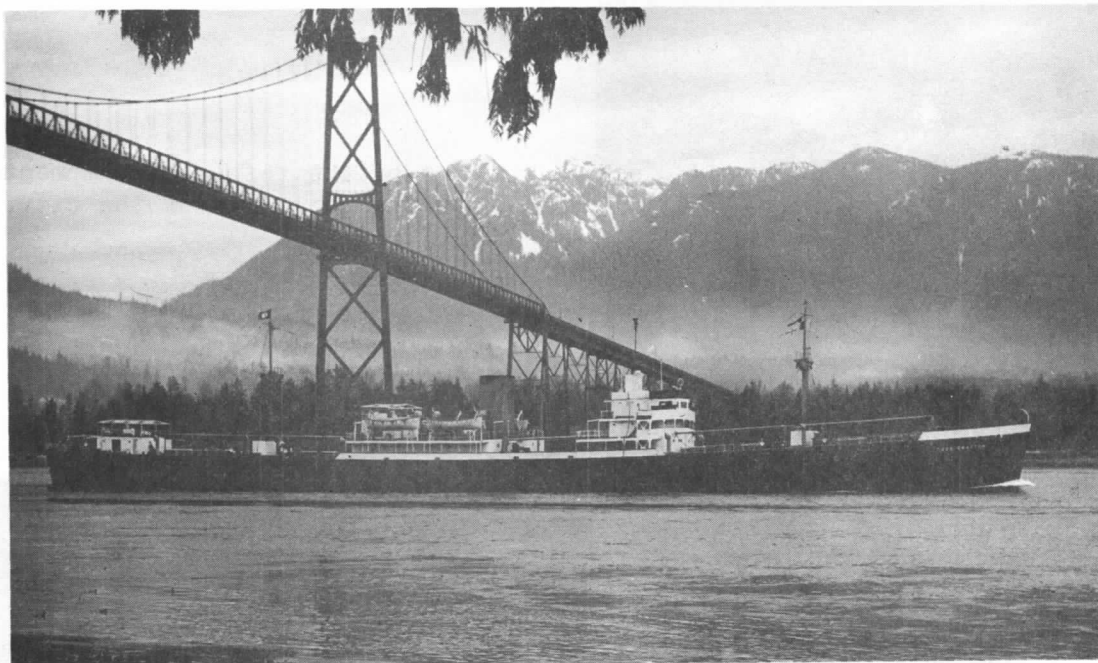


From time to time, notably at Seastair meetings, the suggestion has been made that TRIAD should feature short 'histories' of Hogarth and Lyle ships of bygone years. So, here are two for a start and it is hoped to include others in future editions.



"Baron Renfrew" (II). This was the second Hogarth ship to bear this name. She was built by D. & W. Henderson & Co. Ltd., Glasgow, and entered service in 1935. Her measurements were 387' x 53' x 22.5', her tonnages 3635 G.R.T. and 2130 N.R.T. and she was fitted with a triple-expansion steam engine also built by D. & W. Henderson. In 1961 she was sold to Avlis Shipping Co., SA, Greece, and renamed "Adamastos".

The first "Baron Renfrew" was built in 1910 by A. Rodger & Co., Port Glasgow and had a triple-expansion steam engine, developing 156 N.H.P., built by D. Rowan & Co., Glasgow. Her tonnages were 1605 G.R.T. and 874 N.R.T. and she measured 275' x 40' x 17'. In January, 1932 she was sold to Shaw Hsing S.S. Co. Ltd., China, and renamed "Kim Hsing" and in August, 1937 she was sunk as a blockship in the River Yangtse.



This was the first Lyle ship to carry the name "Cape Grafton". She was built by William Denny & Brothers Ltd., Dumbarton, and entered service in July, 1943 as the merchant aircraft carrier "Empire Macandrew" for the Ministry of War Transport, being placed under the management of the Hain S.S. Co. Ltd. In 1947 she was sold to McCowen & Gross Ltd. and renamed "Derryheen" and in 1951 Lyle bought her and she became the "Cape Grafton". In 1963 she was sold to the Patricia Cia. Nav. SA., Liberia, and renamed "Patricia". As the "Cape Grafton" her tonnages were 5308 G.R.T. and 2956 N.R.T. and her measurements 429.8' x 56.3' x 25.2' and she was fitted with a six-cylinder diesel engine built by J.G. Kincaid & Co. Ltd. The photograph shows her passing under the Lion Gate Bridge, Vancouver, B.C.

Still comparatively unknown, but rapidly growing in popularity, is the sport of Hang Gliding.

As with most sports, there is an initial financial outlay to be faced if you decide to take up this sport, but perhaps not as heavy an outlay as you might think. A desirable first item - which you possibly have already - would be a car fitted with a roof-rack or, better still, a friend so equipped. The next thing is, of course, the hang glider, which could set you back maybe £175 - £200, and as some training in the use of it would be sensible, another £5 for that - the cost of a one-day course. Unlike other forms of flying, no licence is required, fuel bills are non-existent, there are no landing-fees and you don't even require compulsory insurance, although this latter item is a matter of personal choice.

This is not gliding in the generally accepted sense, but simply individual - very individual - flying in a way that Icarus strived for, although your chances of success are much greater than his for the hang glider is not held together by wax, melting or otherwise.

In fact, the hang glider consists of a fabric sail wing stretched on an aluminium tubular frame and the 'flier' sits suspended below this frame on a very basic 'seat'. In front of him is an 'A' frame which is attached to the wing frame and held rigid by rigging wires. When in the air, the 'pilot' can pull his body towards the 'A' frame, thereby pulling his body forward, and this has the effect of causing the nose of the wing to dip. The longer the nose remains dipped, naturally the faster is the speed. Conversely, if the 'pilot' pushes against the 'A' frame, his weight goes back and thereby causes the nose to lift and speed is reduced. Pushing this way in too enthusiastic a manner could result in the wing adopting a stall position - this is the manoeuvre used when only a few feet off the ground to effect a landing. Leaning the body to left or right will bank and turn the wing.

Having acquired a hang glider and the knowledge how to cope with it, the next step is to find a suitable locale from which to use it. What is needed is a hill slope facing into the prevailing wind and, having found such a spot and decided that the conditions are right, it is at this point that the intrepid aeronaut steps over the brow and commences to glide slowly - in theory at least - to the bottom. The height of the slope is of your own choosing - it can be 500 or 50 feet. If life and enthusiasm are still present after this first lift-off, it should prove possible to fly or soar along the face of the hill for almost as long as you like - always provided that the wind remains steady. The path of flight - up, down, right, left - but never backwards, is controlled by the body movements so the individual concerned is entirely responsible for what happens. Obviously there are no mechanical controls or instruments. To begin with, novices must be content with one - or two-minute glides from the top to the bottom of the hill, at which point the wings must be dismantled and carried back up the hill - this is where the real physical effort comes in. After gaining some experience, it should prove possible to glide for a short distance, increase speed, and then swoop up and out just above the hill's brow. In this way it is possible to soar to and fro for, say, half-an-hour or more before making a landing on the hill-top where the flight commenced.

Latest estimates indicate that there may be about five hundred people in Britain actively participating in this sport during the summer months and a few hardy souls continue through the winter - if the wind is not too strong. These really must be the hardier ones, however, for winter flying at speeds of, say, 15/20 m.p.h. can be cold.

Although hang gliding looks as though it might be dangerous, it is really fairly safe for, should the glider stall, it becomes a directional parachute which means that the landing speed is somewhat greater than when landing under full control - but the worst that is likely to happen is a sprained ankle or bruised back. A good landing is one where you simply step on to the ground and go forward a pace or two. Some experts can land and simply stand still on the landing spot.

However, like any activity which contains a certain element of danger, or risk, a few sensible precautions should be taken at the beginning. The theory of hang

gliding should be studied so that there is an understanding and appreciation of what the equipment is doing, and why. Obviously, the hang glider should be soundly constructed and well tested, and a cardinal rule is to ensure never taking off if the wind speed is more than 25 m.p.h., or if the conditions are gusty. Another cardinal rule is never to turn and fly downwind and, naturally, it is highly desirable to have a clear, and if possible fairly soft, landing area and to keep well clear of trees, hedges, telephone wires, roads, cattle and corn fields.

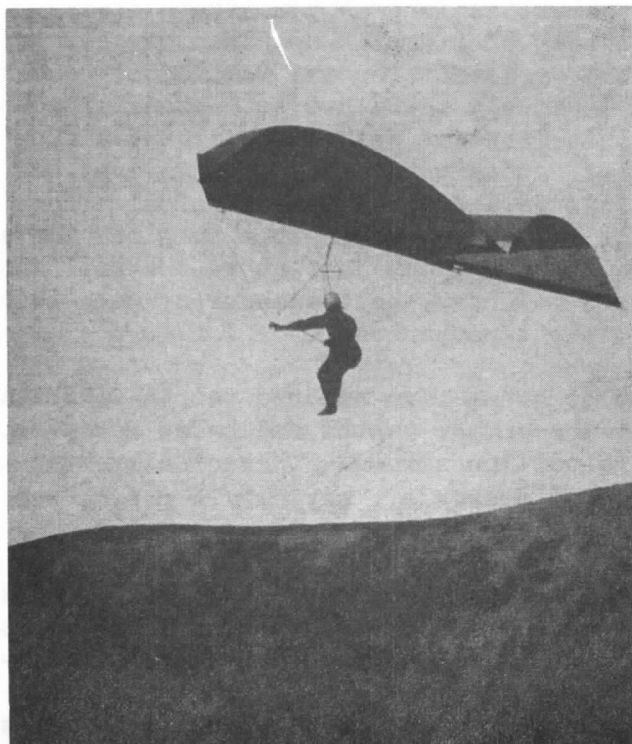
Further to the dangers of flying downwind, no attempt should be made to do a 360° turn, - if such a manoeuvre is tried the 'pilot' could very easily find himself in the dangerous situation where he is travelling at gliding speed plus the wind speed which, in an instant, means that his speed could increase from, say, 25 m.p.h. to upwards, say, 50 m.p.h. At such a speed a safe landing is impossible and it needs little imagination to picture what could happen if one ran into a hillside at 50 m.p.h.

The hang glider is based upon the Rogallo delta sail wing, which was originally developed by a F.M. Rogallo in the U.S.A. with a view to recovering space capsules by means of a type of directional parachute which would enable the capsule to be steered towards a dry landing area instead of dropping into the sea. The idea was not taken up by NASA (National Aeronautics and Space Administration) and it was not long before a scaled-down version was developed for hang gliding.

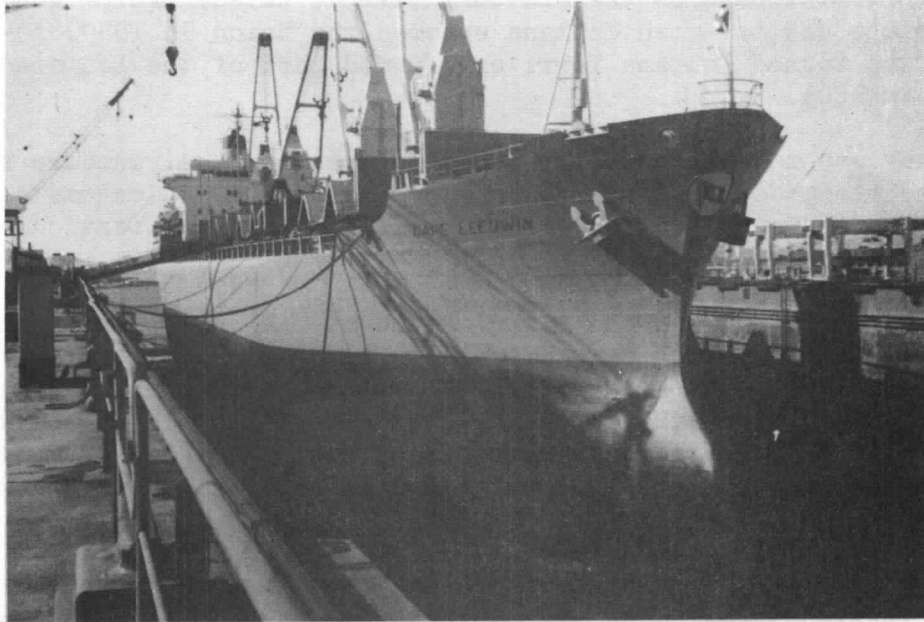
The first hang gliders were brought into this country from the U.S.A., but they are now being made here and, indeed, are being exported to the Continent.

The hang gliding record for remaining aloft, in Britain, is just over eight hours and flights have been made from the summit of Snowden and Ben Nevis - the former covering a distance of three miles. In the Alps flights have been made from 7,000 feet, but mountains are not really suitable launching sites because of uncertainties in wind direction and also turbulence in mountainous areas can be very dangerous for it could induce a situation where the wing is blown inside out, at which point all semblance of control is lost. Indeed, mountain flying is only feasible when there is a near-zero wind force.

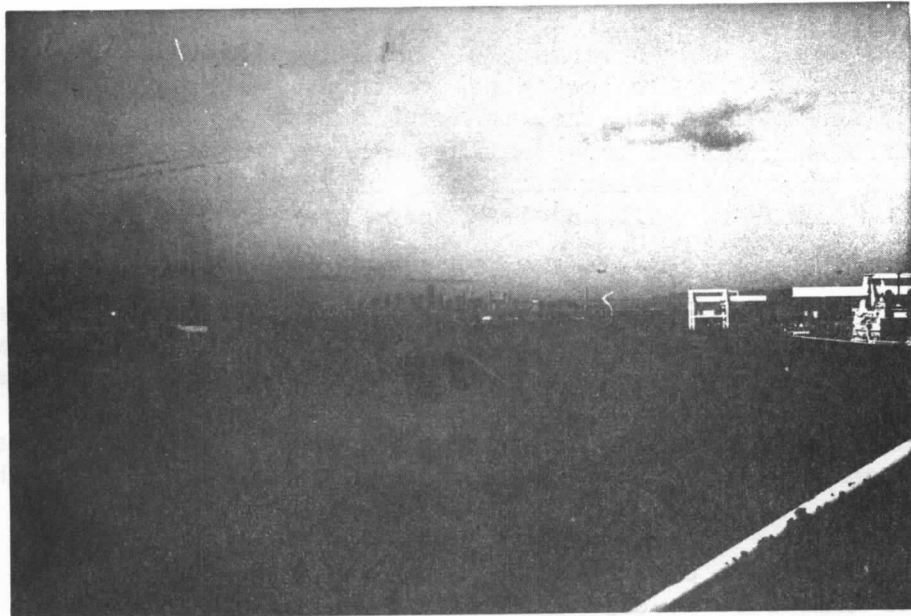
So, if you do decide to take up hang gliding as a sport, take care! And remember, as already mentioned, after reaching the bottom of a slope, you then collect your hang glider and commence the tramp up to the top of the hill for another attempt. This is where the exercise comes into the sport and could well prove the decisive factor whether or not enthusiasm is maintained.



A hang glider in action.



"Cape Leeuwin" in drydock at
Oakland, California, January
1975.



A view taken from "Cape Leeuwin"
looking west over Oakland Container
Terminal towards the skyline of
San Francisco.

These photographs were taken
by Jack McLennan.

This account of a journey made during the summer of 1867 dwells on that part of the trip completed by Missouri River steamboat. The entire journey covered a great distance - from Ohio west to Virginia City, Montana Territory, by way of Chicago; St. Joseph, Western Missouri (the jumping-off point for the West); the Missouri River to Fort Benton, Montana Territory (the head of navigation for steamboats on the Missouri River); Helena (which was to become the state capital when Montana entered the Union in 1889) to Virginia City. What was termed Montana Territory formed part of the Louisiana Purchase from France in 1803.

The journey was made by a family named Sanders and Mrs. Sanders kept a record of the steamboat part of the journey - a journey which was slow and tedious and must have called for considerable patience and fortitude on the part of those undertaking it.

The Sanders party boarded the river steamboat "Abeona" at St. Joseph on the 24th April and the following day happened to be Mrs. Sanders' thirty-third birthday. Even at this early stage of the steamboat trip there comes a hint of the exasperation of river travel in the Old West with which she became better acquainted later on for Mrs. Sanders mentions that the "Abeona" was within sight of the riverboat "Amaranth", which had left St. Louis two weeks ahead of her!

On the next day they succeeded in passing the "Amaranth" but the river current was so strong that 'the men were obliged to warp to move the boat, that is, tie the rope to trees and pull'. When they reached Nebraska City, Nebraska, Mr. Sanders and a nephew travelling with them 'went up town'. Mrs. Sanders adds that there was no fear of the boat going off and leaving them. River travel was like that - time was not of major importance.

The morning of Sunday, 28th April found the "Abeona" stuck on a sand bar and after being freed from this hindrance it was necessary to tie her up for the rest of the day as a high wind rose. The wind continued through the next day, making it impossible for the vessel to move. However, things improved on the Tuesday and on that day they managed to reach Omaha, the present capital of Nebraska. It was here that Mr. Sanders purchased a box of apples and also lemons prior to leaving his family on the "Abeona" while he made his way back to St. Joseph by rail and from there travelled on to Montana the fast way, by coach!

On May 1st the "Abeona" was sixty-five miles beyond Omaha but the next day the stern paddle-wheel was broken and a stop for repairs was necessary. By the 3rd May they were once more on their way and they managed to pass the "Antelope" and the "Amaranth", running side-by-side with the latter vessel for some time, during which a collision was only narrowly averted. These river steamboats, when they could move at all, often raced - never mind the feelings of the passengers.

A dawn start was made on the 4th May, but by 8 a.m. the "Abeona" was tied up again, this time for the day. A tree had struck the guard rail, breaking it, and then carried on through the cook's room. At this point the passengers disembarked for a walk ashore and the "Antelope" passed them. However, away again the following day, they managed to pass the "Antelope", which was tied up because of the wind - the "Abeona" seemed not to be affected by the wind on this occasion - but were themselves passed by the "Gallatin". At this stage, Mrs. Sanders noted that in five days they had covered one hundred miles.

By the 8th May the "Abeona" had discovered another sand bar and was on it all day, at which point they were passed by the "Ida Stockdale" but on the 10th, off Bonhomme Island, they saw the "Big Horn" laid up with a burst steam pipe and the "Benton", "Gallatin" and "Ida Stockdale" all aground. For this reason the "Abeona" proceeded cautiously around the other side of the island where the water was six inches deeper but nevertheless it took the crew one

whole day to pull the vessel three times its own length over sand bars. The "Abeona" found herself in four feet of water and at this point ran out of wood fuel for the boiler, which meant that the crew then went ashore to get further supplies. Missouri steamboats lived off the country as regards fuel. The average vessel burned about thirty cords of cotton-wood in twenty-four hours of steaming. Below Fort Randall, South Dakota, there were wood yards to be found, but above that point such yards were scarce and any man hardy - and brave - enough to cut firewood for sale to hungry steamboats could get eight dollars a cord for it - if he lived. In 1868 alone seven of these 'wood hawks' were killed by Indians between Fort Benton and the down-river settlements.

Reasonable progress seems to have been made on May 13th for on that day they passed Yankton Agency at ten a.m. and Fort Randall, mentioned above, at five p.m. During this run large numbers of Indians were seen on the banks of the river and then, the next day, only ten miles were covered during the early morning and late evening as winds necessitated tying the ship up.

The chapter of accidents and delay continued day after day. On the 20th May the "Abeona" broke one rudder and the wheel and lost another rudder, causing her to tie up while a new rudder was made. By way of a diversion, on that day one of the Sanders party fell into the river, without any ill effects, it seems.

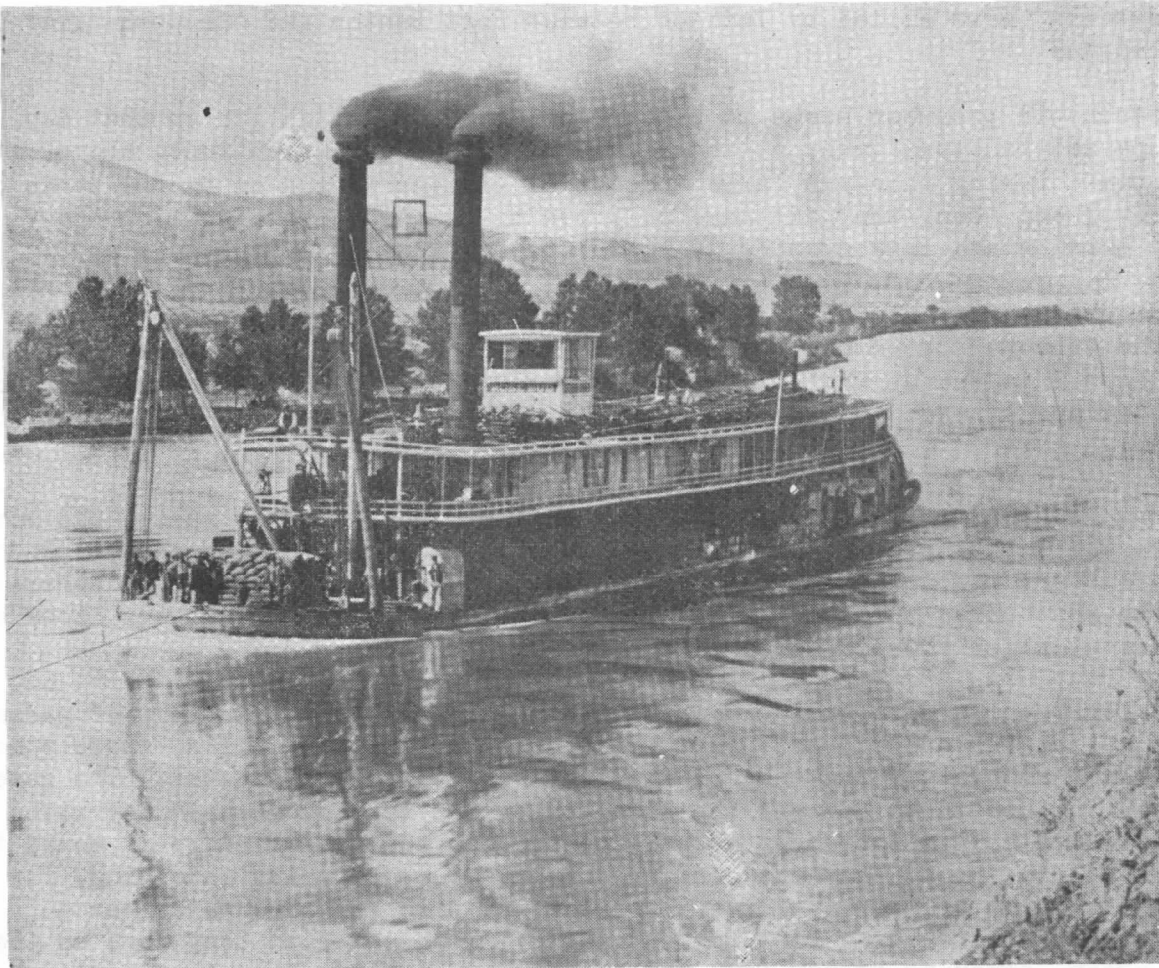
Four weeks after leaving St. Joseph, on the 22nd May, they passed Old Fort Sully, where they spotted some elk and then the next day one of the ship's boilers burnt through which meant tying her up again. Everyone went ashore and the men hunted antelope. Mrs. Sanders and five other passengers 'took a boat ride' which sounds rather like a busman's holiday.

Boiler repairs were still going on the next day when the "Antelope" passed them, so the "Abeona's" passengers visited the surrounding hills, where some of the men amongst the passengers killed three large rattlesnakes. The game of leapfrog continued between the steamboats, for as the "Abeona" lay with her disabled boiler four more vessels passed her and Mrs. Sanders is moved to record at this point that the continued delays were becoming maddening, for the water level of the river was at this point high and high water was a requirement for reaching Fort Benton. However, on the 26th they were on the move again, covering twenty-five miles that day, during which they passed New Fort Sully, and on the following day they managed to overtake two of the boats which had recently passed them. The day after this brought some excitement when they had several alarms of Indians attacking two boats, killing one man. Less ambitious, perhaps, on that day too men from the "Abeona" shot a beaver! By now the water level was falling and, with four other steamers, they had to tie up as the channel couldn't be found; but at least they had by now passed where the Little Cheyenne River (South Dakota) joined the Missouri.

On the 29th May Mrs. Sanders unpacked the 'fruit trunk' to keep her young family happy. If this was the fruit purchased by Mr. Sanders at Omaha on the 28th April, it is remarkable that it had kept sufficiently well to still be edible. On that day their boat passed three others and then tied up at the Moreau River, near which, at Mobridge, took place the first armed conflict in South Dakota between Indians and U.S. troops (in 1807). Just a short distance up the Missouri River from this point, too, is where historians believe the grave of Sitting Bull, the Indian Chief who defeated General Custer at the Battle of the Little Bighorn on 25th June, 1876, lies. At the time of the Sanders family's trip, of course, this battle had still to take place. The 30th May saw them make fifty miles towards their goal at Fort Benton, in the process passing the "Trover" and the "Big Horn", but these two passed them the next day when the "Abeona" had to stop while her crew brought wood from a mile away. The first day of June brought more stoppages - for an hour because of fog and for two hours while more wood was obtained. The "Trover" and the "Abeona" had a long race shortly after the latter vessel was moving again but the race was hurriedly abandoned when the "Trover" burst into flames aft of the pilot house!

Fort Rice was passed the following day, three weeks after the fort had been attacked by Indians, and whether for this reason or simply because it happened

to be Sunday, a religious service was held on board. Mrs. Sanders adds that only a few of the passengers attended this service. The next day one of the deckhands fell overboard whilst chopping wood and although a small boat was launched in an endeavour to find him, he was lost. As an epitaph when reporting this, Mrs. Sanders wrote - "Poor Fellow". The 4th June was quite a good day for they covered sixty-five miles but it is to be hoped they had finished the fruit by this time for the temperature was 109 degrees in the sun. Rain fell for the whole of June 6th and further delay was caused by wind, but encouraging news from two boats travelling downriver was that there was plenty of water upstream.



The stern-wheel steamer "Rosebud", built in 1877, ten years after the journey described here took place, but still representative of the craft mentioned in the text. This picture was taken in 1886 on the River Missouri near Fort Benton. This particular ship saw service throughout the heyday of river travel. Note the rope extending from the bow, indicating that she was receiving assistance against the heavy current. Note also the wood on the upper deck - fuel for her furnaces.

During the next few days they continually met steamboats coming downriver, which underlined the fact that the upper Missouri River was not a lonely place, in fact it was something of a superhighway and in 1867 the traffic it carried was tremendous. Indeed, that was the busiest year on record for steamboat traffic between Fort Benton and the mouth of the Yellowstone River, when thirty to forty boats could be counted on that stretch at one time. Steamboat travel developed rapidly in the area, for the first steamboat to arrive at Fort Benton had been on 2nd July, 1860. This part of the river always offered passengers something to look at, such as Indians, wolves, buffalo and antelope, but Mrs. Sanders does not seem to have become all that enthusiastic about the scenery.

Further trouble struck on June 10th when part of the bank to which the "Abeona" was tied up fell in and broke twenty feet of the railings and damaged the poop. Much the same sort of damage occurred again three days later when, passing the mouth of the Yellowstone River, they hit the bank and the damage suffered this time took three hours to repair. However, at six p.m. that day they passed Fort Union, thereby crossing the boundary of what is now North Dakota and Montana. June 14th found the "Abeona" and the "Trover" racing again - obviously the latter had survived the earlier fire - but they hit each other three times during the race, when some deck posts were damaged.

The slow progress being made by the "Abeona" is underlined yet again by the fact that Mr. Sanders rejoined his wife and family on the 16th June, having sailed from Fort Benton on the "Yorktown" and transferring from that vessel to the "Abeona". Since leaving them at Omaha, he had been home to Virginia City and then returned from there via Fort Benton. Mrs. Sanders mentions that he brought with him 'a nice roast' but, apart from that, she makes little mention of food. One is left wondering if the food served on board the "Abeona" was adequate, but unworthy of special comment, or so awful that she could not bring herself to mention it! Presumably there was plenty of meat available for at every opportunity men went ashore and shot game.

On the 18th June the "Abeona" passed the Milk River and, apparently, took two hours to find a channel. (Not far up the Milk River from its confluence with the Missouri is to be found the town of Glasgow.) At this point the "Abeona" and the "Trover" had another long race, during which more guardrails were broken, but the general atmosphere between the two vessels must have been friendly for Mrs. Sanders mentions that quite a bit of visiting between folk on them took place. The fact that the numerous sandbars kept shifting, thereby making navigation a chancy thing, is alluded to by Mrs. Sanders' comment that, at one point, the "Abeona" 'stuck on a sandbar and had to wait until the current washed it away.' On the 19th June the boiler again 'burnt through' and at this point the river level was dropping two inches in every fifteen minutes. Boiler repairs seem to have been carried out quite smartly, however, for we next hear that the "Abeona" was once more on her way and soon passed the "Trover" which was high and dry, she having been stranded whilst engine repairs were being carried out.

Some excitement was experienced on board at this time when a 'swordfish' weighing twenty-five pounds was caught. One might wonder what a swordfish was doing in the Missouri River, but it seems that Mrs. Sanders' description was something less than accurate and that the fish was, in fact, a paddle fish, otherwise known as a spoonbill cat. June 24th brought a long delay of thirteen hours to 'wood up' and the vessel was fast on a sandbar all the next day. The only way to get her off was to jettison most of the wood the crew had spent thirteen hours cutting and stowing, with the result that only a few miles were covered before yet another wood stop was necessary. The opportunity was taken during this prolonged stop to carry out further repairs to the boiler and by the time all was ready they had as much wood as the ship could carry. Cutting such a quantity of wood must have been hard work, for Mrs. Sanders reports that on the following day, the 28th June, the temperature reached 114 degrees in the shade.

By now they were near enough Fort Benton to encourage Mrs. Sanders to feel she might actually get there while she was still thirty-three and she is moved to describe the scenery here along the river as 'beautiful'. More wood was shipped on the 1st July and while the ship was tied up at this point a deserter from Camp Cook (an army camp) fifty miles upriver arrived in a small boat and came aboard. This appears to have been a bad move on the deserter's part, for the "Abeona" reached Camp Cook the next day, although Mrs. Sanders does not say whether he was met with joy or a firing squad! At Camp Cook the steamboat discharged eighty tons of freight and Mr. Sanders left and walked three miles to the "Gallatin" to enable him to reach Fort Benton ahead of his family and there book coach passage to Virginia City for them.

More delay and hard work was the order of the day on July 1st. The crew spent three hours roping the "Abeona" up Drowned Man's Rapids and as the hungry boilers used up all the fuel to cover thirty miles, a further supply

of wood had to be obtained - from half-a-mile away. However, at least they were past the rapids which is more than can be said of the "Tacony", which was still in trouble at that spot as the "Abeona" pressed on upriver. The whole of the next day was spent collecting wood, this time from a mile away, and at this point some of the steamer hands decided they had had enough and deserted, making for Fort Benton on foot with a few biscuits as provisions. The river was becoming quite congested with other vessels. The "Tacony" and the "Agnes" came up (the former having at last conquered the rapids) and the "Gallatin" and "G.A. Thompson" came down. On the 3rd the "Tacony" passed the "Abeona" and the "Amaranth" passed downriver from Fort Benton. It was about here that the "Abeona" called at a coal-yard and took on 150 bushels of coal, sixty miles from her final destination. The 4th July - ah, what a happy day! At one p.m. they passed the mouth of the Marias River and the remaining twenty-seven miles to Fort Benton was covered by eleven p.m. that day, at which point just about everyone got drunk - probably from an ecstasy of relief. No such lapse of self control was displayed by the Sanders family, however, for by two a.m. on the 5th they were away by coach for Helena, where they arrived at eight a.m. on the 6th. As the 7th was a Sunday, they remained in Helena that day but were away again at two a.m. on the 8th on the last lap of their journey to Virginia City, 120 miles away, where they finally arrived at eleven p.m., after twenty-one hours of coach travel.

Mrs. Sanders admits to feeling a bit tired, but even that twenty-one hours in a crowded, rocking coach must have been preferable to the seventy-two days spent between St. Joseph and Fort Benton on board the "Abeona". Such was travel in the West one hundred years ago.

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Linda Forbes

Our first lady cadet.
A photograph of her in
working rig taken on
board "Cape Grenville"
at Kwinana, Western
Australia, by Ian
Lazaras.

QUIZ ANSWERS

1. Amsterdam. It is widely thought that The Hague is the capital of the country - but the fact is that Amsterdam is the capital whereas The Hague is the Seat of Government and of Parliament. This situation has its roots in Dutch history.
2. The word 'minster' originally meant a mission centre from which the surrounding country was evangelised and its church life built up.
3. 45, including the Open University.
4. It was the treaty concluded between the Russians and the Japanese at Portsmouth, New Hampshire, in 1905 which brought to an end the Russo-Japanese War.
5. Svend Foyn, a Norwegian, in 1864. Its invention, coupled with the introduction of steam and, much later, the fitting of a stern slipway to permit on-board flensing, meant the immense increase in world-wide whaling with the consequent serious inroads into the world's whale population.
6. The "Lusitania", in 1907, at an average speed of 24 knots. The German ships were the "Kronprinz Wilhelm" and the "Kaiser Wilhelm II".
7. In 1709 Peter the Great of Russia's ambassador to England, Matveive, was arrested for debt in England. The Czar (Peter) was so amazed and indignant at this that he was instrumental in having the law introduced. It later became common in all countries.
8. The German passenger-carrying airship "Hindenburg" crashed in flames at Lakehurst, New Jersey, on 6th May, 1937 with heavy loss of life. This accident proved to be the death-blow to dirigible development.
9. Rugby School, in Warwickshire.
10. It is an aluminium alloy containing 4% copper with small quantities of magnesium, manganese, and silicon.
11. A type of 'automatic' nerve which, for instance, increases the pulse-rate, widens the eye pupils, narrows the arteries and raises blood-pressure.
12. Hitting the ball twice - a fault which loses a point.
13. A greek soup prepared with chicken stock, rice, eggs and lemon.
14. Water, in Turkey.
15. A peculiar form of variable star, often called a 'new', or 'temporary', star, although incorrectly for the object is not new at all. What happens is that a formerly obscure star undergoes an outburst which causes it to flare up to a temporary prominence, sometimes increasing luminosity by as much as 60,000 times. When the outburst subsides, the star returns to its old state.
16. Another name for graphite, or black lead. A natural, crystalline, allotropic form of carbon.
17. Anything made by the skill of man.
18. An optical illusion caused by refraction and total reflection, particularly in warm conditions when the layer of air near the ground is greatly heated by conduction and higher layers progressively less so.
19. A highly-detailed model, often used in photographic sequences to give the impression of the real thing.
20. A projection of stone, timber, etc. jutting out from the wall to support weight, i.e. a corbel supports each end of a roof truss in a church roof.

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CROSSWORD SOLUTION

Across

1. Manor
3. Peppers
7. Radiation
9. Rot
10. Circumstances
11. Eaglet
13. Career
17. Crosspurposes
19. Ski
20. Pretender
21. Segment
22. Dance

Down

1. Miracle
2. Nadir
3. Priest
4. Pinta
5. Earache
6. Sites
8. Amulets
12. Glowing
14. Apple
15. Reserve
16. Purest
17. Cases
18. Sedan
20. Pie

M.V. "BARON DUNMORE"

Master	K. Dootson
1st Mate	J. McKellar
2nd Mate	R. Mullen
3rd Mate	M. MacRae
Radio Officer	J. Kell
Ch. Eng.	J. Munro
2nd Eng.	J. Riddle
3rd Eng.	R. Dempster
3rd Eng.	P. Harvey
4th Eng.	J. Barr
Jun. Eng.	P. Wilkinson
Elect.	H. MacFarlane
Cat. Officer	J. Clancy
Ch. Cook	W. Sutherland
2nd Cook	J. Adamson
Nav. Cadet	S. Budd
Eng. Cadet	J. Drysdale

M.V. "CAPE HOWE"

Master	W. Warden
1st Mate	B. Bedworth
2nd Mate	R. Bucknall
3rd Mate	D. Fitzpatrick
Radio Officer	J. MacNeil
Radio Officer	I. MacDonald
Ch. Eng.	S. Suttie
2nd Eng.	G. Law
3rd Eng.	N. Ramsay
4th Eng.	D. Stark
4th Eng.	G. Duffy
Jun. Eng.	R. Watkinson
Jun. Eng.	A. Pollock
Elect.	W. Fraser
Cat. Officer	I. Neave
2nd Steward	R. Van-Mock
Ch. Cook	E. Crosby
Bosun	G. Williams
E.R.S.	S. Hasan
Nav. Cadet	E. Moodie
Nav. Cadet	H. Watson
Nav. Cadet	J. Campbell
Eng. Cadet	J. Nelson

M.V. "CAPE NELSON"

Master	C. MacLean
1st Mate	T. Lloyd
2nd Mate	P. Cookson
3rd Mate	J. Dobson
Radio Officer	R. Burton
Ch. Eng.	K. Malhotra
2nd Eng.	G. Harrison
3rd Eng.	J. Watson
4th Eng.	H. Hay
Jun. Eng.	A. Weir
Jun. Eng.	G. Pelly
Jun. Eng.	W. McGuire
Elect.	D. Rowand
Cat. Officer	E. McLaughlin
2nd Steward	E. Kelly
Ch. Cook	A. Paterson

2nd Cook	J. Nitkowski
Bosun	P. McPhee
Nav. Cadet	I. Naughton-Rumbo
Eng. Cadet	D. McClelland
Eng. Cadet	M. McLay

M.V. "CAPE SABLE"

Master	D. Innes
1st Mate	J. Purdon
2nd Mate	J. Melville
3rd Mate	W. McKie
Radio Officer	A. MacCallum
Ch. Eng.	T. Dickinson
2nd Eng.	J. Robertson
3rd Eng.	G. McPherson
3rd Eng.	B. Edwards
4th Eng.	P. Canning
Jun. Eng.	D. Barrie
Elect.	G. Andrews
Cat. Officer	J. Weir
2nd Steward	J. McMahon
Ch. Cook	C. Bain
2nd Cook	D. Campbell
Bosun	M. Horreh
Nav. Cadet	R. Bentley
Eng. Cadet	R. Currie

M.V. "CAPE WRATH"

Master	A. Hunter
1st Mate	R. Harper
2nd Mate	T. Kee
3rd Mate	C. Williamson
Radio Officer	D. Anderson
Ch. Eng.	J. Cochrane
2nd Eng.	A. Miller
3rd Eng.	A. Dias
3rd Eng.	A. Harbinson
4th Eng.	I. MacPherson
Jun. Eng.	R. Healey
Elect.	P. Wilson
Cat. Officer	W. Gilmartin
Ch. Cook	C. Green
2nd Cook	P. Mawston
Bosun	V. Hume
Nav. Cadet	I. MacLeod
Eng. Cadet	J. Hannah

M.V. "CAPE YORK"

Master	G. Downie
1st Mate	P. Smart
2nd Mate	E. Kanijo
3rd Mate	M. O'Reilly
Radio Officer	J. Callaghan
Ch. Eng.	R. Taylor
2nd Eng.	A. Cortopassi
3rd Eng.	I. MacRury
3rd Eng.	M. Currey
4th Eng.	T. May

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

Jun. Eng.	A. Marrs
Elect.	J. Parker
Cat. Officer	P. Coles
2nd Steward	V. Bettis
Ass. Steward	G. Fyvie
Ch. Cook	J. Harrison
2nd Cook	A. McPhail
Nav. Cadet	B. Wilmott
Nav. Cadet	A. Slater

G.P.l.	A. Clark
G.P.l.	A. Brown
G.P.l.	J. MacLean
G.P.l.	J. Webster
G.P.l.	B. Humphreys
G.P.l.	J. Stevens
P.O.	A. Smith
Nav. Cadet	J. Blance
Eng. Cadet	W. Moncrieff

M.V. "BARON RENFREW"

Master	B. Lawson
1st Mate	T. Walker
2nd Mate	A. Henderson
3rd Mate	T. Dunlop
Radio Officer	D. Humble
Ch. Eng.	T. Harris
2nd Eng.	D. Pennie
3rd Eng.	J. Patton
3rd Eng.	H. Keenan
4th Eng.	P. Broers
Elect.	W. Hornshaw
Cat. Officer	F. De Goey
G.P. Steward	P. Ralph
G.P. Cook	D. Johnston
G.P. Cat. Boy	D. Atkinson
G.P. Cat. Boy	T. Somerville
C.P.O.	J. Morrison
G.P.l.	S. Pyne
G.P.l.	D. Cock
G.P.l.	N. Scott
G.P.l.	K. Boyse
G.P.l.	G. Stewart
G.P.l.	A. Milne
G.P.l.	N. Lillie
G.P.2.	G. Button
P.O.	A. Dent
Nav. Cadet	R. Gernon
Nav. Cadet	J. Howell

M.V. "CAPE HORN"

Master	T. Baker
1st Mate	J. Wood
2nd Mate	A. Logan
3rd Mate	J. Philips
Radio Officer	I. Leese
Ch. Eng.	G. McEwen
2nd Eng.	C. McCrae
3rd Eng.	H. Caldwell
4th Eng.	D. McFadyen
Elect.	S. Hill
Cat. Officer	J. McDonald
G.P. Steward	J. Muir
G.P. Cook	I. Gibson
G.P. Cat. Boy	L. MacLennan
G.P. Deck Boy	A. Davidson
C.P.O.	D. Hughes
G.P.l.	J. Somers-Harris
G.P.l.	T. Cox
G.P.l.	J. Thomson
G.P.l.	J. Smith
G.P.l.	D. MacCalmon
G.P.l.	M. Goodwill
G.P.l.	A. McKenzie
P.O.	R. Gibson
Nav. Cadet	C. Brown
Nav. Cadet	J. Watson

M.V. "CAPE RACE"

Master	N. Walsh
1st Mate	E. Williams
2nd Mate	M. Beeley
3rd Mate	H. Hanna
Radio Officer	M. Cairney
Ch. Eng.	M. Martin
2nd Eng.	D. Morrison
3rd Eng.	T. Orr
3rd Eng.	C. Girgan
4th Eng.	R. Newall
Elect.	B. Martin
Cat. Officer	W. Hall-Fletcher
Nav. Cadet	D. Matheson
Nav. Cadet	M. Kenny

M.V. "BARON BELHAVEN"

Master	A. Peebles
1st Mate	L. Morison
2nd Mate	J. Paton

M.V. "BARON ARDROSSAN"

Master	G. Towers
1st Mate	I. Taylor
2nd Mate	C. Blane
3rd Mate	J. Paget
Radio Officer	D. Gudgeon
Ch. Eng.	F. Young
2nd Eng.	D. Brown
3rd Eng.	R. Smillie
3rd Eng.	M. Khan
Elect.	D. McLellan
Cat. Officer	J. Smith
G.P. Steward	J. Sutherland
G.P. Cook	N. Nagi
G.P. Cat. Boy	A. Law
G.P. Cat. Boy	E. Bradley
G.P. Deck Boy	J. McLeod
C.P.O.	D. McGuire
G.P.l.	A. Patrick

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

3rd Mate	R. Abercrombie
Radio Officer	D. Roche
Ch. Eng.	R. Towns
2nd Eng.	T. Jarvie
3rd Eng.	D. McArthur
4th Eng.	I. Rennie
4th Eng.	A. Dabee
Elect.	G. Rutherford
Cat. Officer	J. Blair
G.P. Cook	F. Scotland
C.P.O.	G. Adams
P.O.	C. Major
Nav. Cadet	P. Cowing
Nav. Cadet	R. MacDonald

M.V. "BARON INCHCAPE"

Master	M. Turton
1st Mate	J. Houston
2nd Mate	T. Halhead
3rd Mate	R. Wiggans
Radio Officer	D. Poole
Ch. Eng.	W. Rush
2nd Eng.	W. Drennan
2nd Eng.	S. Taylor
3rd Eng.	L. Donlan
4th Eng.	P. Lee
Elect.	R. Bray
Cat. Officer	T. Robson
G.P. Steward	A. Chisholm
G.P. Cook	R. Kan
G.P. Cat. Boy	A. Marshall
G.P. Cat. Boy	T. Prentice
C.P.O.	D. Budd
G.P.l.	J. Challis
G.P.l.	W. Bonnar
G.P.l.	P. Farquhar
G.P.l.	N. Campbell
G.P.l.	J. Buchan
G.P.l.	S. Reid
G.P.l.	T. Sutton
P.O.	E. Gibson
Nav. Cadet	P. O'Sullivan
Nav. Cadet	D. Skinner
Nav. Cadet	R. Johnston

M.V. "BARON MACLAY"

Master	W. Greateorex
1st Mate	S. Wright
2nd Mate	W. Runcie
3rd Mate	D. Smith
Radio Officer	B. Breslin
Ch. Eng.	A. Metcalf
2nd Eng.	W. Adamson
3rd Eng.	G. Ramshaw
4th Eng.	J. Miller
Elect.	G. Bridge
2nd Elect.	H. Milligan
Cat. Officer	J. McGurk
G.P. Steward	W. McIntyre

G.P. Cook	W. Thomson
G.P. Cat. Boy	A. Alexander
G.P. Cat. Boy	S. Robb
G.P. Deck Boy	A. McLeod
C.P.O.	J. Richardson
G.P.l.	B. MacKinnon
G.P.l.	C. Thomas
G.P.l.	T. Coughlan
G.P.l.	P. Bennett
G.P.l.	G. Hamilton
G.P.l.	R. Turner
G.P.l.	R. Hoggarth
G.P.l.	M. Davey
P.O.	B. Hassan
Nav. Cadet	C. Groundwater
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.	D. Ball
3rd Eng.	J. Campbell
3rd Eng.	A. Cross
Elect.	J. Hall
Cat. Officer	R. Cathcart
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.l.	A. Picken
G.P.l.	D. Ferguson
G.P.l.	J. Russell
G.P.l.	T. McKinnon
G.P.l.	J. Betty
G.P.l.	J. Milne
G.P.l.	R. Johnson
P.O.	M. McPhee
Nav. Cadet	G. Gray
Eng. Cadet	A. Wink

M.V. "CAPE GRAFTON"

Master	I. Tyrrell
1st Mate	D. White
2nd Mate	A. Latty
3rd Mate	N. Wilson
Radio Officer	T. Davies
Ch. Eng.	F. Freeburn
2nd Eng.	D. Drummond
3rd Eng.	H. MacPhail
4th Eng.	F. Taylor
Elect.	I. Syme
Cat. Officer	A. McGill
G.P. Steward	J. Brown
G.P. Cook	C. MacLeod
G.P. Cat. Boy	W. McMillan
G.P. Deck Boy	A. Leslie
C.P.O.	A. Clarke
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.	D. Craig
Nav. Cadet	H. McWilliam
Eng. Cadet	A. Sinclair

M.V. "CAPE LEEUWIN"

Master	F. Dalby
1st Mate	E. Fowler
2nd Mate	K. Wright
3rd Mate	N. Smith
Radio Officer	A. MacKinnon
Ch. Eng.	J. Gilmartin
2nd Eng.	T. Campbell
3rd Eng.	J. Dillon
3rd Eng.	K. Kyriacou
Elect.	J. Richardson
2nd Elect.	P. McCormick
Cat. Officer	E. Hutter
G.P. Steward	D. Burgess
G.P. Cook	J. Ridgeway
G.P. Cat. Boy	T. Milligan
G.P. Cat. Boy	J. McMahon
G.P. Deck Boy	W. Shearer
C.P.O.	P. Sharman
G.P.1.	J. Sander
G.P.1.	J. Dunford
G.P.1.	M. Collins
G.P.1.	B. Gray
G.P.1.	J. Dalrymple
G.P.1.	J. Divers
G.P.1.	I. Thomson
G.P.3.	D. Canning
P.O.	F. Lax
Nav. Cadet	D. Peatroy
Eng. Cadet	N. Ince

M.V. "CAPE GRENVILLE"

Master	G. Anderson
1st Mate	A. Weir
2nd Mate	H. Corkhill
3rd Mate	P. Ritchie
3rd Mate	I. MacKay
Radio Officer	R. MacMeikan
Ch. Eng.	R. Durbin
2nd Eng.	C. Richardson
3rd Eng.	D. Dunlop
4th Eng.	D. Thompson
Elect.	D. Gibb-Mawhinney
Cat. Officer	W. Mitchell
G.P. Steward	F. Dawson
G.P. Cook	G. Dunn
G.P. Cat. Boy	G. McKinnon
C.P.O.	D. McMahon
G.P.1.	D. MacLachlan
G.P.1.	N. MacInnes
G.P.1.	G. Fish
G.P.1.	B. Masters
G.P.1.	A. McMichael
G.P.2.	M. Winkinson
G.P.3.	C. Finch
P.O.	T. McQuade
Stewardess	S. McCormick
Nav. Cadet	R. Miller
Nav. Cadet	J. McDonnell

AWAITING APPOINTMENT

1st Mate	W. Andersen
1st Mate	I. Wemyss
2nd Mate	M. Roche
Ch. Eng.	N. Ogilvie
Ch. Eng.	A. Smith
Elect.	B. Hallas
Elect.	D. Noble
Cat. Officer	I. McDonald
G.P. Cat. Boy	W. Markie
G.P.l.	R. Patterson
P.O.	F. Courtney
P.O.	R. Rafter
Stewardess	S. McCulloch
Stewardess	N. Brown
Nav. Cadet	A. Dinnes
Nav. Cadet	S. Hayward

VOYAGE LEAVE

Master	A. Fraser
"	L. Hocking
"	J. Mackay
"	S. Readman
"	D. Sinclair
"	J. Jennings
"	M. Murray
"	P. Richardson
"	C. Strachan
"	G. Roger
"	J. Jones
1st Mate	C. MacDonald
"	P. MacKay
"	D. Taylor
"	P. Brooks
"	A. Michie
"	W. Fleming
"	A. Maxwell
"	D. Jones
"	W. Sloan
"	M. Deschamps
2nd Mate	J. Johnstone
"	D. Coe
"	C. McCurdy
"	A. Nisbet
"	D. Clarke
"	D. Lloyd
"	K. O'Neill
"	D. MacIsaac
"	P. Dunderdale
3rd Mate	P. Brennan
"	D. Johnston
"	G. Adams
"	M. Barrington
"	D. Fenton
"	E. Henderson
"	B. Ellis
Radio Officer	C. Ritchie
"	D. Wilson
"	J. Thomson
"	C. Houston
"	G. Walker

Radio Officer	M. Thomas
"	W. McIlroy
"	L. Anderson
"	J. Forrester
"	J. Tomlinson
"	J. McCool
Ch. Eng.	A. Alexander
"	D. Wright
"	B. Denmark
"	R. Hartley
"	W. Hughes
"	W. Wallace
"	J. Watson
"	E. Good
"	J. Weir
"	E. Kellie
2nd Eng.	D. Smart
"	W. Green
"	R. Pollock
"	H. Miller
"	J. Versteeg
"	D. Anderson
"	J. Williams
"	R. Jackman
3rd Eng.	G. Stevenson
"	C. Greig
"	E. Moffat
"	P. Hopley
"	R. Porteous
"	G. Clement
"	S. Beeley
"	A. Gartside
"	A. Walker
"	W. MacDonald
"	G. McNeil
"	T. Quigley
"	K. Williams
"	J. Reid
4th Eng.	J. Kelly
"	W. Keady
"	S. Askew
"	D. Carmichael
"	D. Moore
"	P. Fordham
"	A. Straker
"	A. Christie
"	R. Frost
"	P. Peacock
"	G. Seymour
Jun. Eng.	P. Gray
"	W. Sewell
"	G. Douglas
"	G. Barclay
"	R. Stewart
"	G. Clayton
Elect.	R. McIntosh
"	R. Knight
"	J. Leiper
"	R. Walmsley
"	G. Horwood

Elect.	G. McErlean
"	A. Dodds
2nd Elect.	W. Logan
"	J. Smith
"	J. McIntyre
Cat. Officer	G. Daddy
"	A. Randle
"	A. Sisi
"	E. Trotter
"	J. Smith
"	J. Campbell
"	R. Loadwick
"	D. Dyce
"	J. Bowden
G.P. Cook	M. Treanor
C.P.O.	D. Smart
"	J. McCormack
"	E. Brennan
"	L. Ali
"	M. Boddy
G.P.l.	T. MacKay
"	K. Weaver
"	G. Weston
"	W. Power
"	G. Senter
"	G. French
"	J. Docherty
"	J. Gaffney
"	W. Wilson
"	A. Abdalla
"	P. Thomas
P.O.	D. Carmichael
"	J. Forde
Ass. Steward	W. MacLean
Ch. Cook	D. Taylor
2nd Cook	J. Hanna
"	M. Hookham
Bosun	E. Jama
E.R.S.	M. Hussein Hersi
Nav. Cadet	R. Stewart
"	J. Millar
"	E. Morain
"	L. Forbes
Eng. Cadet	A. Kennedy

STUDY LEAVE

Elect.	F. Shelley
1st Mate	N. Brewer
2nd Mate	M. Bajwa
2nd Mate	D. Oriatto
3rd Mate	I. Waters
3rd Mate	W. Mitchell
2nd Eng.	I. Procter
2nd Eng.	W. Jones
2nd Eng.	D. Anderson
2nd Eng.	A. Hourston
3rd Eng.	K. Graham
3rd Eng.	P. Knapp

SICK LEAVE

Master	P. Hall
Ch. Eng.	G. Mitchell
2nd Eng.	W. Hughes

2nd Eng.	I. MacKenzie
Jun. Eng.	R. Adcock
Cat. Officer	R. Kerr
G.P. Cook	C. Cheetham
C.P.O.	J. McFarlane
2nd Steward	A. McCloskey
2nd Cook	N. Gardner
Nav. Cadet	N. Hay

TRAINING

Nav. Cadet	D. MacKenzie
"	G. Shearer
"	B. Andrew
"	T. Farley
"	H. Hardie
"	D. Hiddelston
"	B. Sharp
"	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
"	G. Davidson
"	A. Taylor
"	R. Dodds
"	E. Ling
"	A. Samuel
"	R. Taylor
"	F. Drever
"	D. Miller
"	E. Graham
"	J. Morrison
"	P. Webb
"	G. Cowie
"	V. McCourt
"	A. Smith
"	G. Smith
"	A. MacPhee
"	D. Dunbar
"	D. Bell
"	A. Starrs
3rd Eng.	R. Walker
Radio Officer	A. Honan

STAND-BY

Master	A. Sutherland
Ch. Eng.	W. Anderson

FLEET NEWS (continued from Page 4)

"CAPE LEEUWIN" has been delayed by a strike at Ocean Island, but she commenced loading on the 10th June and sailed the following day. She will discharge in Australia, indicated Port Kembla and Newcastle, N.S.W.

"BARON MACLAY" undocks at Singapore on the 13th June and thereafter will complete repairs.

"CAPE NELSON" is due at Murmansk on the 14th June where she will load for Glasgow. On completion of discharge at Glasgow the ship will enter drydock.

"CAPE RACE" is presently running between Linden and Chaguaramus. She continues on Time Charter.

"BARON RENFREW" arrived at Lyttleton, New Zealand, on the 10th June with cargo loaded at Port Sulphur, Louisiana, and after discharging part-cargo, shifts to Ravensbourne and Bluff to complete.

"CAPE SABLE" drydocked at Hongkong, from where she sailed on the 1st June for Port Pirie. She loads there, and at Adelaide, for Antwerp discharge.

"BARON WEMYSS" is presently held up at Geelong by a tugsmen and linesmen strike. She is ready to sail as soon as the strike is settled.

"CAPE WRATH" is due at Djakarta on the 14th June to commence discharge of part of her cargo. The balance will be landed at Sourabaya, where she should complete on or about the 22nd June. On completion she will sail for Western Australia to load for Indonesia.

"CAPE YORK" left Baton Rouge, Louisiana, on the 18th May for discharge in Japan, where she should arrive on the 15th June.
