

January-February 1980

mariner





mariner

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FRONT COVER

Hambledon Mill on the Thames

Photo by E. Emrys Jones

◁ *Strand on the Green*

Photo by Ford Jenkins

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Scottish coast and
Clydeside region is
GLASGOW
office's province

Continuing our look at Marconi Marine's regional office network we go now to Glasgow. The company has been represented here since 1911 when a base was established to provide local fitting and maintenance services for the ever-increasing number of Marconi Marine equipped vessels then beginning to call at ports in the Clyde area as well as for the fine ships built at its many famous yards.

Manager George Cockburn in his office at Glasgow



As in other areas, this regional office prospered and expanded, and following an earlier move to bigger premises, the company finally opened its present spacious, purpose-designed building at Govan in 1969. Situated just a few minutes from the banks of the River Clyde it is ideally sited for the industry it serves.



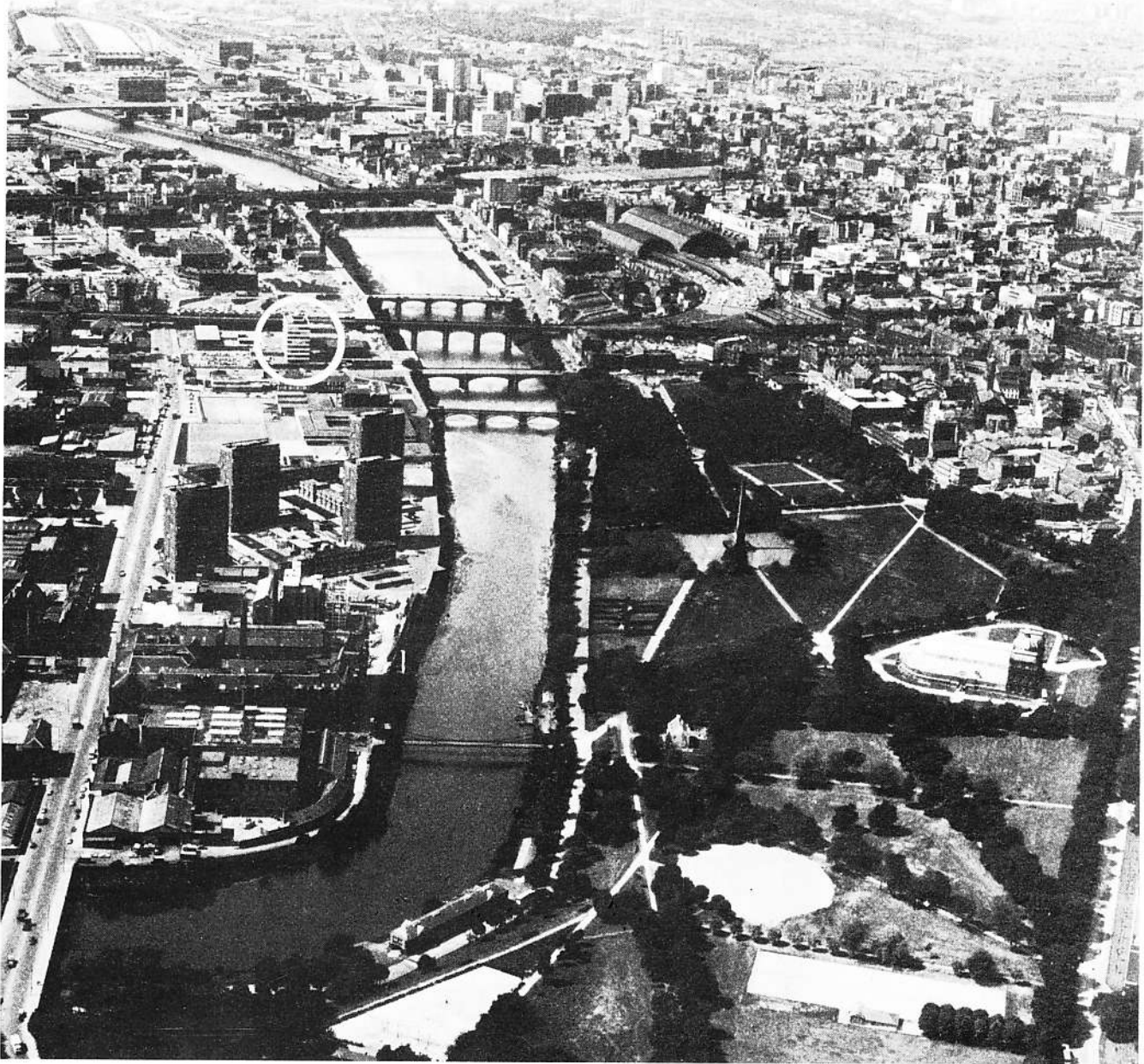
Bob Keay, sales representative for the area

Among the many shipowners and shipbuilders served by Marconi Marine Glasgow are such famous names as Anchor Line, Ben Line, Christian Salvesen, Denholm's and Scottish Ship Management. The builders' list is equally impressive with work being carried out for, among others, Ailsa, Govan, Lithgows, Marathon, Robb Caledon, Scott's and Yarrow.

In charge of the company's interests in the area is manager George Cockburn who has been with Marconi Marine for the whole of his business career. Following service at sea as a company radio officer he worked ashore in a technical capacity at Liverpool before joining the UK sales staff at the Chelmsford head office for a period of two years.

Mary Slater, secretary to George and Bob





An aerial view of the River Clyde. Encircled is the Glasgow College of Nautical Studies where Marconi Marine has installed an extensive array of company communications equipment and nav aids, including radar

Right. James Marshall, cashier/personnel assistant and Betty Ness, clerk/typist

George then took on two spells of overseas duty. First as the Marconi Marine representative, South-East Europe, based in Athens, and later as manager South-East Asia at the company's premises in Singapore. He was appointed to his present post as area manager, Glasgow, in October 1977.

The area for which the Glasgow office is responsible extends along the east and west coasts of Scotland and the entire length of the Clyde. Its marine industry is concerned both in fishing and deep sea activities.

To assist in covering this wide area there is another, smaller, regional office at Leith, a sub-office at Eyemouth and local agents to help out in the more remote regions.

Leith office is under the immediate control of inspector-in-charge Jim Bryce. Prior to joining Leith office Jim served on the sea staff with the company and





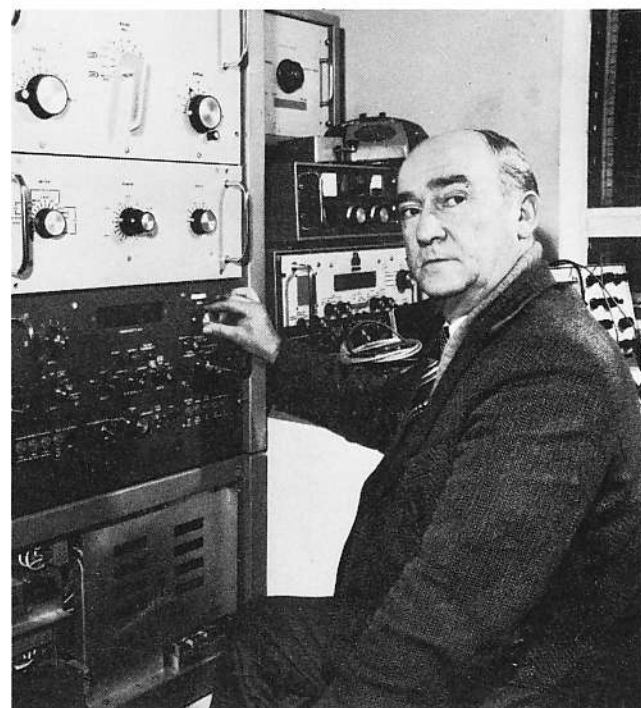
Pictured here is William Broadley who, as desk inspector, allocates work to the technical team. He is well known by all the company's clients in the area

then ashore on Glasgow's technical staff. He became inspector-in-charge at Leith on 1st July 1976.

To serve the area Berwick to Dundee, which is primarily fishing industry territory, Leith has a staff of eight including technical specialists James Morrison, James Russell and Keith Kirby, with administrative and clerical services provided by William Bennett, clerk, Norma Donoghue, who carries out shorthand/typing duties, Robert Wilson, the storekeeper, and driver/handyman Eric Gifford. The marine electronic technician working from the sub-office at Eyemouth is Kenneth Mackay.

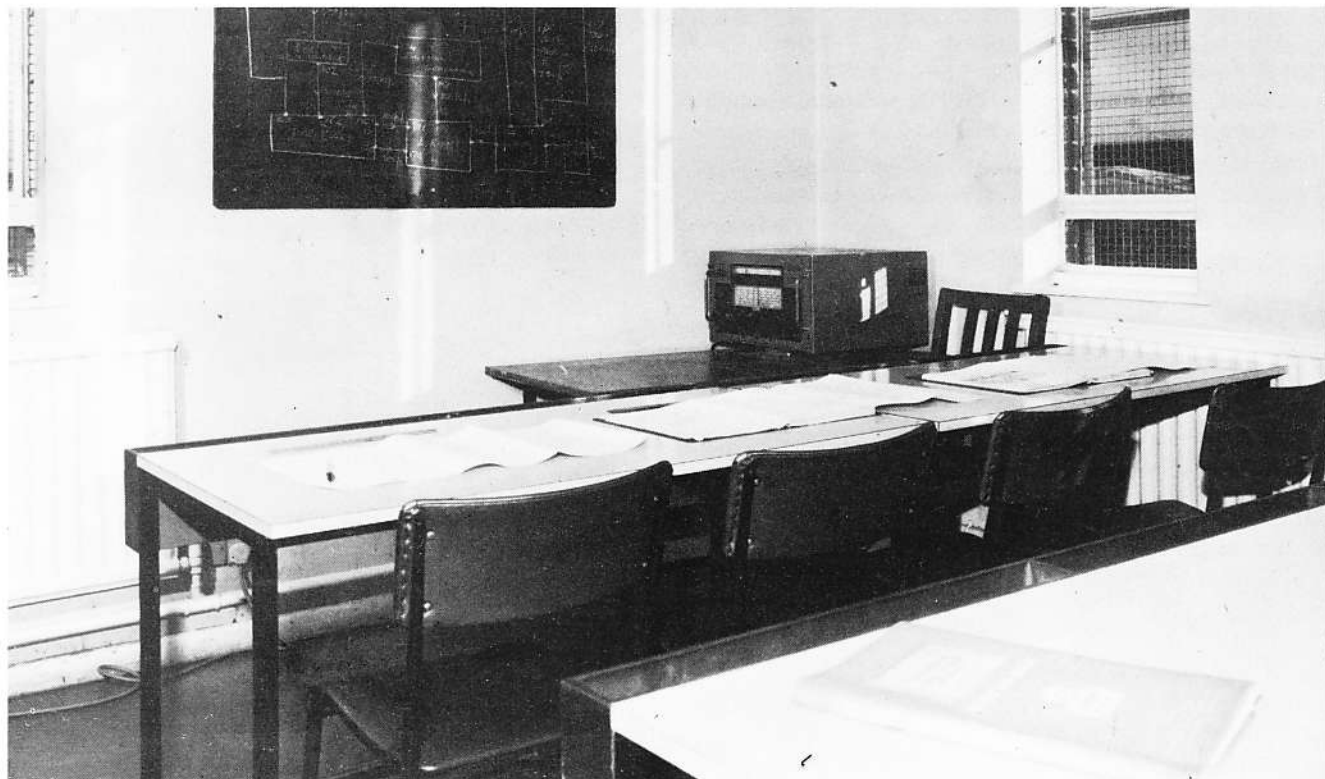
Employed on the technical side from the main office in Glasgow are some 20 marine electronics staff.

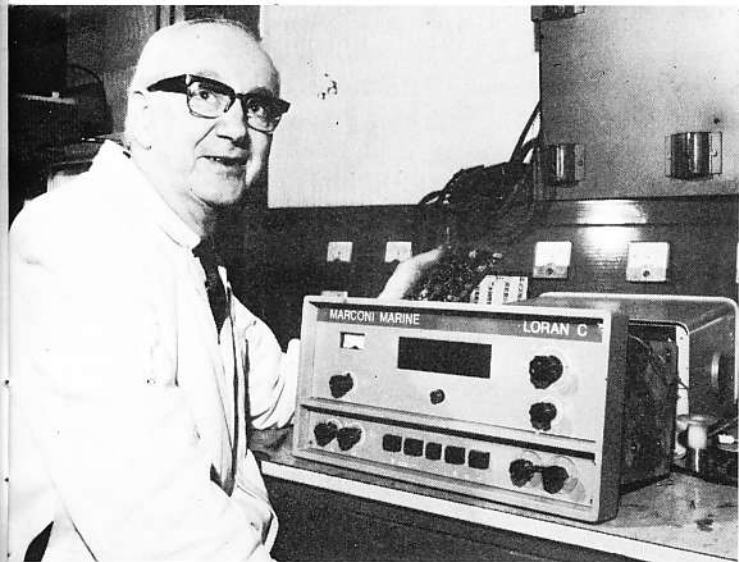
Included in this number are four inspectors – Angus Aitchison, William Broadley, James Cumming and Mike Ferguson, who was in Bulgaria commissioning a ship fitting during our visit. Among those holding marine electronic engineer posts are Brian Kenny, Malcolm MacDonald, Archibald MacLean, Robert Matts, William Mills, George Reid, Stewart Sams and Roger Smith. MEE Tommy Balmer has his time taken up entirely with training. It is probable that every one of



Above. Tommy Balmer, MEE, conducts the training courses staged regularly at Glasgow office. He is seen in the equipment section of the training room

Below. Another view of the training room





William Hamilton, MEE, was supervisor of the Glasgow test room during our visit. He has since retired

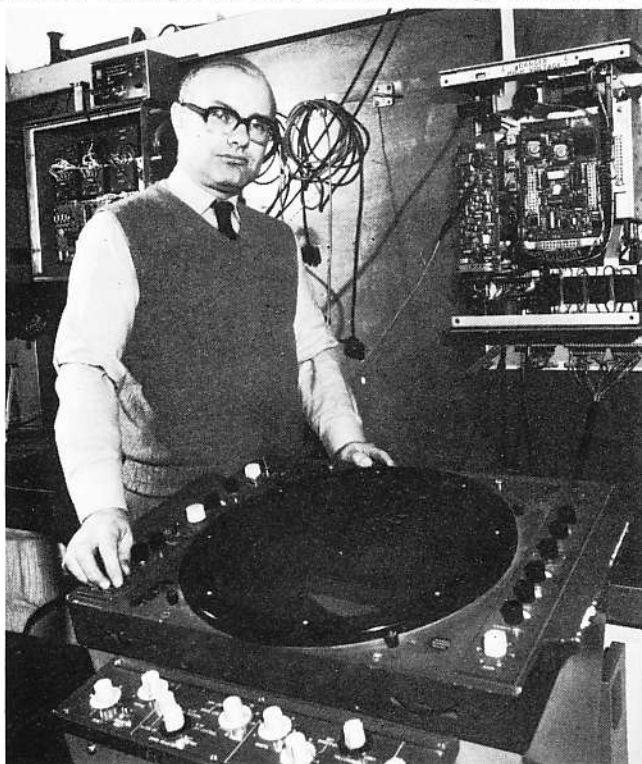
the company's radio officers has received instruction on main transmitters and receivers from Tommy at some time.

The complement of marine electronic technicians includes Allan Couper, James Kelly, Neil MacLean, Joe Martin, and Thomas McGill.

Two further members of the technical staff who have left the company since our visit are William Hamilton, who supervised the test room and Edward Cummins, MET; both retired at the end of 1979.

Almost all these technical men have previously served as radio officers with Marconi Marine where they acquired wide experience in the operation and servicing of equipment while at sea.

Pictured working in the radar test room is Roger Smith, MEE



George Cockburn's right-hand man is Bob Key who is the area sales representative. Bob, too, was a Marconi Marine radio officer and gained further experience on the equipment he now sells when he worked on the company's technical staff. Bob was appointed to the position of area sales representative in 1965.

Secretary to the area manager and sales representative is Mrs Mary Slater. Besides carrying out this senior secretarial work Mary also deals with all contracts.

Situated on the ground floor of the building are the stores, test rooms, various other offices and, of course, reception. Here Annette Sands, telephonist/typist, looks after the switchboard, telex and reception duties, as well as providing general typing services.



Inspector James Cumming co-ordinates and supervises all major installation work

George McGill, storekeeper at Glasgow





Seen here in the stores office are John Caldwell, stores supervisor, and Sadie Swan, clerk

Along the corridor one comes to the cashier's office where James Marshall works as Glasgow's cashier/personnel assistant with Betty Ness as clerk/typist.

Moving on to the stores office we find John Caldwell and Sadie Swan. John is stores supervisor and Sadie is a clerk whose responsibilities include the Kardex system.

Also on the ground floor are the two test rooms – one specifically for radar test and servicing and the second a larger, general test room.

Working among the racks in the stores is storekeeper George McGill. Also employed here and on driving duties is driver/storeman Patrick Heap, while the full-time driver at the establishment is James Walker. Carrying out all the necessary maintenance work in the building is handyman David Murray.

Company representatives are always on hand to give advice and assistance on any marine electronics query. During normal working days help is on hand at 58 Loanbank Quadrant, Helen Street, Govan, Glasgow, telephone 041-445 4511 or for the Leith area at 54 Constitution Street, phone 031-554 6761. George Cockburn, area manager, is on 0563 27254 after hours.

Handyman David Murray pictured working at his bench



Cambridge University students search for the lost *Unicorn*

In February 1566, Elizabeth I signed a royal warrant authorising the conveyance of '... 6 dozen bowes of ewe, 8 sheefes of arrows, 12 grosse of bowstrings and tynne vessell of dyverse sortes to the weight of fyve hundredth in thole ...' to the Earl of Moray. These items were shipped to Scotland in the *Unicorn* of Leith.

Eighteen months later in August 1567, the *Unicorn* was seeing active service as Sir William Kircaldy of Grange's flagship during his pursuit of the Earl Bothwell at Bressay Sound in the Shetlands. Bothwell was rallying support for Mary, Queen of Scots. Kircaldy had been charged by the Scottish Regent, the Earl of Moray, to bring Bothwell to trial for the murder of Lord Darnley.

Lured on to a blind rock north of Lerwick by Bothwell's ship *The Pelican*, the *Unicorn* sank and the chase was abandoned.

Now, four hundred years later a team of five divers from Cambridge University's Underwater Exploration Group are attempting to locate the wreck.

An initial investigation has indicated the *Unicorn* is

probably embedded on a sandplain in rather deeper water than previously anticipated. This could mean that the hull of the flagship will be in a better state of preservation than originally envisaged.

Confirmation of the location of the vessel will not be available until later this year when the team will again travel north, this time equipped with sophisticated electronic equipment for underwater search.

Should the *Unicorn* wreckage be located the information acquired would fill a gap in Scottish maritime history as there is no record available at present of a Scottish sixteenth century ship. An earlier *Unicorn* of Leith, captured by the English in 1544 carried 36 guns, six of which were bronze and the remainder iron. This ship was sold as 'an old hull' to a Thomas Mockell in London in 1555 for £12.

One result of the early dives has been the discovery of two bronze rudders from the Norwegian naval vessel HMMV *Haugen*, grounded on the same rocks in 1943. Although holed, the *Haugen* was more fortunate than the *Unicorn* of Leith in that she was towed off by the inter-island ferry *The Earl of Zetland*.

Like the *Unicorn* four hundred years earlier, the *Haugen* was engaged in an act of war. She was a Norwegian underground resistance vessel and was, in fact, making one of her regular Norwegian/Scottish sorties from occupied Norway when she was stranded on the rocks.

New Year showing of Coastal Radio equipments

Coastal Radio Ltd, a subsidiary of Marconi Marine, showed two new items among its exhibits on UK Stand 8 at the 1980 International Boat Show.

The first of these was the new Marina public address system which is designed for use in clubhouses, boat-yards, marinas and other sailing amenity areas. It can also be used at sea aboard large yachts and motor cruisers.

The second new equipment shown was the Mark 2 Seahawk multi-directional television aerial redesigned so that user maintenance can be carried out. This is a major advance over the earlier model where the delicate balance of the polar alignment meant that servicing could only be undertaken at a service depot.

Though the main demand for this aerial is among yachtsmen, a number have been fitted on coaches and caravans.

A major feature of the display was the range of radiotelephones. The smallest of these, the lightweight, handportable Coast Star, provides six channels. It is a cheap and efficient equipment especially suited to use in safety boats and for use by marshals and others at regattas. The other radiotelephones on display included the Nautilus D, and the microprocessor-based Mariner 80. Mariner 80 in particular, provides press-button selection for all international and USA channels despite only weighing 5½lb.

True to tradition

Two Marconi Marine radio officers, Tony Hall and Tom Brennan, have been commended by the Phillips Petroleum Company for the vigilance, calmness and effectiveness they displayed throughout a tense rescue operation offshore of Ghana. Tony was working in the office ashore, Tom on the drilling rig, and, in the words of Mr P. J. Shanor, managing director, Phillips Petroleum Company, Ivory Coast, they 'conducted themselves with poise and efficiency far beyond their normal duty.'

The accident occurred in mid-November last when two divers who were carrying out oil drilling operations became trapped in a diving bell on the seabed. Two other divers went down to try to rescue the trapped men but tragically all four lost their lives.

Throughout Marconi Marine's history there have been numerous examples of devotion to duty by company radio officers. With their recent actions under conditions of extreme tension and stress Tony Hall and Tom Brennan have joined this honourable list.



Eric Hawkyard, Coastal Radio, Left, discusses the Mariner 80 radiotelephone with a visitor to the stand

Marconi Marine at Offshore South East Asia 1980

Marconi Marine's oil industry division is demonstrating its experience and capabilities in this sphere at the oil related equipment exhibition, Offshore South East Asia being staged in Singapore from 26th to 29th February.

The oil industry division, with particularly wide expertise in the especially rigorous conditions of European offshore oil development, is placing emphasis upon its ability to provide communications systems for offshore oil exploration and production. From planning to commissioning and thereafter to maintenance, Marconi Marine provides a total service to the oil developers which has been taken up by many of the major offshore oil companies.

In addition the company provides fully qualified radio officers to work aboard gas and oil rigs and production platforms and this aspect will also feature on the Marconi Marine stand in Singapore.

Veterans annual get-together

The distinguished guest at this year's Marconi Veterans' Association reunion is to be Sir Christopher Cockerell, CBE, FRS.

As usual the get-together will be held at The Marconi Company's New Street, Chelmsford premises. The date is 19th April and proceedings commence at 12 noon.

Retired company radio officer Hedley Wright recalls the transitional years when the art of direction-finding changed from an upper-crust method of navigation used on the fine North Atlantic liners of the day, to a more general fitting on cargo carriers and tramp steamers where it was viewed with grave suspicion by a generation of Masters who had learned their navigation in 'sail'.

Direction-finding in the 1920s

In 1926, after completing several voyages on tramp ships, and other cargo carrying vessels, I was appointed second radio officer on a North Atlantic liner. This ship sailed between Antwerp and New York with calls at Southampton and Cherbourg, westbound, and at Plymouth, eastbound.

At that time I had over four years' sea experience, and considered myself well able to cope with any kind of radio set-up on any ship afloat.

There were three radio officers on this liner. We had the very latest equipment, including a long-wave transmitter (2100 metres continuous wave). This enabled us to transmit right across the Atlantic if need be. We also had a direction-finder (or radio compass as the Master called it).

In spite of, or possibly because of, this advanced technology, the Atlantic crossing of seven days was a period of hectic activity for all three of us, and according to present day standards we were grossly undermanned. This was before the day of the radiotelephone on ships, and the sheer volume of Morse traffic we handled was enormous. American financiers among our passengers seemed to be buying stocks and shares on Wall Street all the time. The fact that they were at sea did not inhibit them in any way.

Quite apart from our own traffic we handled a large amount of retransmitted stuff from ships equipped only with the short range $1\frac{1}{2}$ kW rotary disc transmitter or 'rock crusher' as it was affectionately called.

Then we had to cope with the daily newspaper. Newsworthy items had to be gathered during the night from several sources on both sides of the Atlantic. I had the so-called 'Press' watch - midnight to 4am - but by the time I had the typed 'copy' headlined and down to the printer it was quite often 6am before I could hand over to my relief.

On our westbound passages during the months of June, July and August, we frequently passed through areas of dense fog to the south of Newfoundland. When this happened, direction-finding took priority over all our other activities. The Master was a great believer in this navigation aid, and the hourly provision of 'running fixes' for the navigating officer on the bridge became the order of the day (or night).

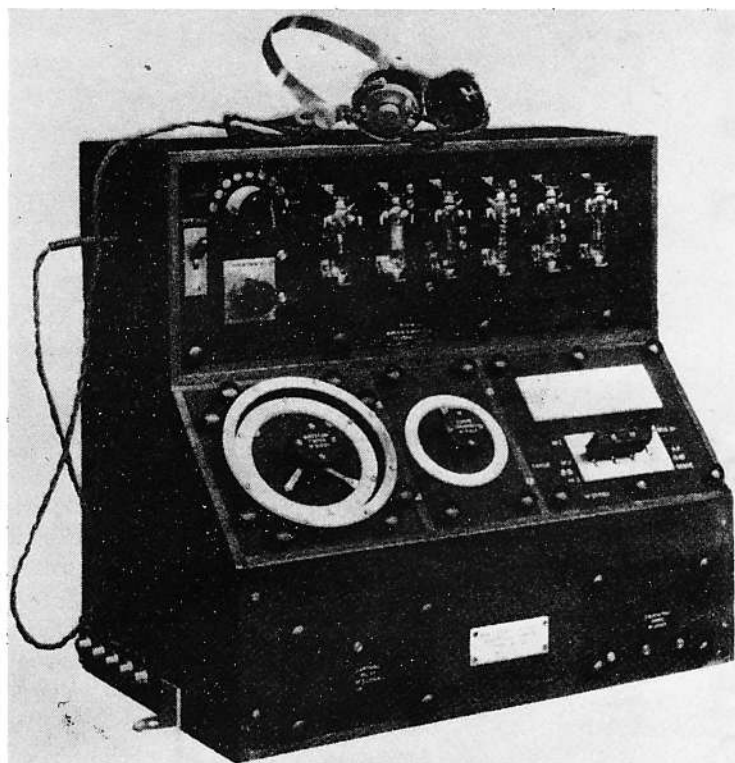
On many occasions the three of us would be on duty all night. The distress frequency had to be covered at all

times, therefore one man had to search around 500kHz continuously, and also take in reports from the Ice Patrol vessel. The two others handled the direction-finder, and took in bits and pieces of Press whenever possible. They also maintained schedules on 2100 metres, and cleared the most urgent traffic through Devizes Radio (GKU), and Chatham, Mass. (WCC).

My period of service on this liner lasted seven months, and during that time I made 14 crossings of the Atlantic. Hard, but very enjoyable work. I also gained invaluable experience in the art and craft of radio direction-finding.

Although we were not aware of it at the time our employers were already trying to interest cargo ship owners in radio direction-finding, and what is more they were having some success. They had come up with a sort

The Marconi type II direction-finder used with large single Bellini-Tosi loops



of 'no cure, no pay' scheme. It worked something like this. The equipment was installed free of charge on one ship of an owner's fleet for a rent-free trial period. If during that period the equipment gave satisfaction to the Master of the ship, the owner would be asked to pay the usual rental charges. If no satisfaction achieved, then the equipment was removed.

Because of this scheme, and the considerable number of cargo vessels being fitted there was a great shortage of radio officers with direction-finding experience.

For me the blow fell quite swiftly and without warning. We sailed from Antwerp one beautiful Friday evening in late September. We always had a good send-off from this port, but on this sunny evening the friendly people of Antwerp really excelled themselves. As we pulled out into the stream, three-part orchestras, pianolas, organs, gramophones, and other music-making devices in the riverside cafes played us out with the 'hit' tune of early 1927. This was *Valencia*. I never hear this tune now without nostalgic memories of those hectic, but happy North Atlantic days. Little did I think as I listened that this was my swan-song, and that my way of life was about to be drastically changed. One chapter was rapidly coming to a close, and a new one, decidedly not so happy, about to open.

We arrived in Southampton at noon on the next day. An official from the local Marconi Marine office was almost the first man up the gangway. He informed me that I was urgently required for a special job, and he gave me half an hour to pack, sign off the ship etc, and in no time at all I was whisked off my beautiful liner and hurried along the road to Portsmouth. On the way I was told that a recently fitted direction-finder was giving trouble and would I try and sort it out during a voyage expected to last several months. He was very vague about the ship, although he did say that it was a tramp of the better kind, and that the last radio officer had been invalidated ashore.

At the Naval dockyard in Portsmouth I was handed over to the Commander who guaranteed to get me out to my ship on the next available launch.

The Commander was a very jolly kind of man. He took me to his palatial office and we had several gins. As he carefully explained to me the sun was now over the yardarm and we could have as much as we liked.

We were on our fifth gin when the launch arrived. I was ferried out to a thick black haze which proved to be a tramp discharging coal into one of the Admiralty hulks. Still thinking that this was only a bad dream and that I should soon wake up in my comfortable cabin, I was ushered by the mate into a wooden structure lashed down to ringbolts at the after end of the boat-deck, and after blowing off the coal dust uncovered a resplendent piece of equipment known to the initiated as Direction-finder Type IIB.

This latest example of the scientific skills of the Marconi designers had been installed some three months previously, and in the ominous words of the official report 'had failed to give satisfaction'. Or in the more



Hedley Wright, the author, came ashore in 1936 and retired from the post of chief of the direction-finding section of Marconi Marine's technical division in December 1966

direct and forthright words of the mate 'It was no b..... good'.

Pursuing the subject with evident satisfaction the mate informed me that the last Sparks wanted to put chalk in it.

'Chalk' I said, feeling like the Black and White minstrel who had got his make-up wrong.

'Yes' said the mate, 'He wanted us to swing the ship around the Bishop Rock lighthouse while he put chalk in it'.

'He meant choke' I said.

'Well whatever he meant the Old Man said he wasn't going to swing his ship round no lighthouse while some young pup messed about with chalk in a new fangled contrivance that was as much use as a fifth wheel'.

After some further conversation on similar lines the mate went about his business, and I asked the very surly looking watchman if he had the keys to my cabin. 'I 'aven't got the Marconi keys, mate has 'em'. He replied.

The mate said 'must have left 'em in the door'. He had - in the door of a dark little box of a cabin deep in coal dust, no water, no oil in the lamp, no bed.

It was at this point that I realised this was no dream, but reality, and a very stark, grim reality at that. I also felt it was high time that I had a few words with the Master.

At first he said he was too busy to see me, and I was just on the point of going ashore to look for hotel accommodation, when rather surprisingly he appeared at the radio room door.

'So you're the chap off the big ship to get this contraption working, are you'?

I replied that this was the general idea. We talked a bit about direction-finding. At least I talked. He wasn't really interested, and I was more than ever convinced that the average shipmaster at that time knew as much about navigation aids as I know about the nuclear fission set-up in outer Mongolia.

There was one point in his favour however, with much strong language he set the cabin boy on the Herculean task of 'cleaning out my cabin, and stocking it with the necessities of life. Until this was done he said I could use the spare cabin next to his own.

A few days later we sailed in ballast for Brazil. Down channel the weather was good and with the Lizard fine on our starboard bow I thought this would be an excellent opportunity to take a few bearings. With some trepidation I climbed the weather-side ladder to the bridge and asked the Master if I could take a series of check bearings on the starboard side. I did my best to explain the necessity for this procedure, and hastily added that I wasn't asking for a change of course but merely reduced speed for a short time.

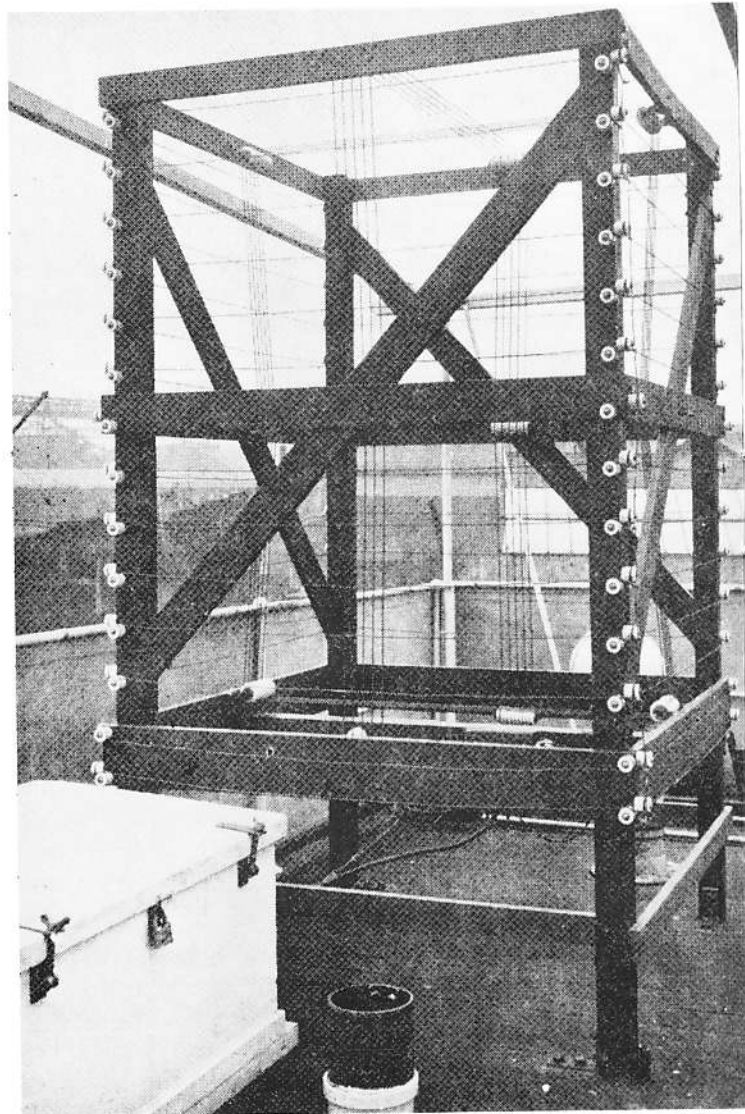
He was surprisingly acquiescent until I casually mentioned that the services of the second mate would be required at the standard compass. At this his red face turned purple and after telling me what he thought about me, the direction-finder, the chief engineer, and the second mate ordered me off the bridge. Now I can read signs and portents as well as the next man and I rapidly reached the conclusion that this was not the right moment to argue, but rather to fold my tents and steal silently away.

Several days after this unprofitable encounter I plucked up courage to have another go. The ship was doing a steady nine knots with the Portuguese coast in clear view on the port side. The weather was calm, fine and sunny. Waiting until the usual afternoon somnolence settled over the ship, and a quick reconnoitre established the fact that the choleric Master was safely in his cabin, I crept up the ladder and on to the bridge.

The second mate was lolling up against the wheelhouse door and gazing pensively at the slowly moving Portuguese scenery. He was also smoking. Now smoking on watch was a particularly heinous crime in the eyes of our irascible Lord and Master, so hearing footsteps on the ladder he promptly swallowed his smoke, and in a blur of movement disappeared into the wheelhouse where I heard him admonishing the helmsman in a loud voice. He then came bustling out, stopped dead in his tracks when he saw it was only me and said 'What the hell do you want? If the Old Man catches you up here you'll be for the high jump'.

I ignored this unpropitious opening gambit and told him that when he sat for his Master's ticket in the not too distant future it would be very useful for him to have some knowledge of radio direction-finding, and if he so wished I was quite prepared to take a few bearings and show him how the thing worked. I explained that all I wanted him to do was to take a few compass bearings of the Monsanto coast station aerials just coming into sight on the port bow but only when I whistled up the speaking tube.

After some deep thought the second mate agreed to co-operate provided we didn't wake 'his nibs'. After one or two abortive attempts we managed to obtain three more or less simultaneous visual and direction-



A 'cage' antenna installed on the bridge of a cargo vessel

finder bearings of Monsanto at approximately 45 degrees on the port bow. At least the visuals were 45 degrees but according to the direction-finder Monsanto was only about ten degrees on the port bow. By the time I had done some rapid work in the corrector box Monsanto had reached the end of his comic weather report. (Old timers will remember all that stuff about undulations moderate etc).

Cursing my luck I dashed up the bridge ladder and found the second mate pacing impatiently around the standard compass, scared stiff in case the Old Man had heard me whistling. I tried to explain to him that certain adjustments would have to be made before we could try again. His immediate rejoinder was the uncompromising 'It's never been any b..... good anyway'.

As we moved slowly southwestward along the sea lanes towards far away Rio, and with considerable help from colleagues on passing ships I was eventually able to plot a reasonable correction curve. My next move was to try and convince the members of the topside hierarchy and especially the chief deity that the direction-finder could now be usefully employed.

At breakfast one morning shortly before we made our Brazilian landfall I broached the subject once again.

The Master was in an expansive mood, and remarked that in his personal opinion the equipment was as much use as a sucked orange. He glared round the table to see if anyone dared to disagree with him, and then turning to me he asked me if I would have any objection to the bosun putting a few more wires round the 'cage' aerial on the bridge.

In all innocence I asked him what would be the function of these extra wires. 'Well' he said, 'Next trip I shall be bringing some homing pigeons away with me and I thought your cage would be a good place to keep 'em in'. Much laughter followed this witticism. The second mate was so overcome with mirth that he inadvertently upset the coffee pot; some of its contents finally trickling on to the Master's clean white trousers. There was a sudden silence followed by a howl of rage, and I felt that this was not the time or place for any further useful discussion about the direction-finder.

I must explain here that in those days (1926-7) The Marconi Marine Company paid a so-called direction-finder allowance of ten shillings per month to any radio officer who could obtain confirmation in writing from his captain that the equipment was proving useful as a navigation aid.

At this time and for months afterwards we were tramping up and down the Brazilian coast from Rio Grande do Sul in the south to Pernambuco in the north. Fine weather, no fog. Easy navigation with landmarks in sight pretty well all the time. In the circumstances it seemed to me that I had precious little chance of ever obtaining this note of satisfaction and the princely sum to follow.

Quite suddenly the picture changed. We were ordered to Halifax, Nova Scotia with a cargo of Brazil nuts, and from there to New York to await further orders.

The second day out of Halifax we ran into fog. The real rich, rolling sort of stuff only manufactured in that part of the North Atlantic. The telegraph clanged, the old tub slowed and rolled.

It was daytime and the dynamo was off, the usual practice in tramp steamers at that time. My small 24-volt light from the emergency battery hardly illuminated one corner of the radio room, so I switched on the direction-finder. The row of V24 bright emitters on the front panel gave me enough light to write up my log, and at the same time maintain watch on 500kHz.

A little light relief was provided by the Ice Patrol vessel. He had just received an iceberg sighting report from a French ship. This he was attempting to pass on to an Argentine vessel, and was having some difficulty because the radio officer on this latter ship apparently only spoke Spanish. Tempers already a little frayed were not improved by the intervention of the liner *Mauretania* on passage New York to Southampton, and demanding most urgently details of ice along his easterly course. His powerful transmitter drowned out the puny splutterings of the lesser fry.

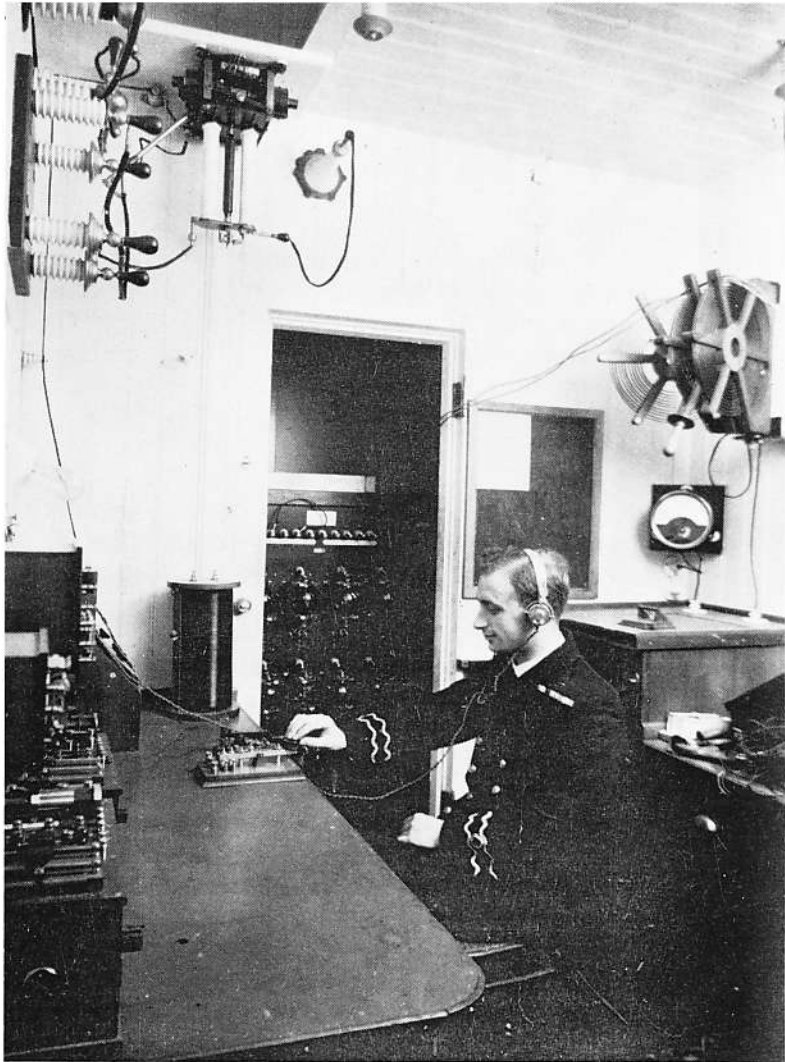
After listening awhile to this unprofitable encounter I tuned in the Nantucket Shoals lightvessel. He used the

call sign NLA in those days. He was bashing this out with long dashes etc, and I suddenly realised he was bearing ten degrees on our port bow. I listened again and again to make sure. The bearing did not change, and then I knew for some reason best known to the people on the bridge we were going to pass between the lightvessel and Nantucket island and into a witches cauldron of rocks, shoals, and God knows what. I had sailed this route on a number of occasions and I knew the course was always well to eastward of the lightvessel.

A few minutes earlier I had heard the Master shouting up to the bridge as he came down the ladder to his quarters 'Keep her as she's going and let me know if it thickens'. I felt rather sorry for the second mate because it was as thick as pea-soup already. However, I was on the horns of a most formidable dilemma myself, it was a case of 'to be or not to be', and if we carried on much longer on the present course it would be most surely 'not to be'.

I had not been asked to take a bearing, but I felt that something had to be done quickly. The fog appeared to have thinned a little so I hurried up the bridge ladder and asked the second mate if I could have a position for my log.

The liner Carmania's radio room in 1920. In the far left corner of the wireless operator's desk is the direction-finder



'How the hell can I give you a position in this' he said. 'Well we must be pretty close to the Nantucket lightvessel because I can hear him loud and clear. If you can show me on the chart where we are, that will do'. Reluctantly he went into the chart room and with his dividers along the pencilled course estimated us to be about ten miles northeast of the lightvessel.

'But he is coming in on our port bow, so we must be northwest of him'. I said. Neither of us heard the silent approach of the Master until he was standing immediately behind us.

He roared at the second mate 'Out on the bridge mister and listen for that b..... lightship'. The second mate did a remarkable disappearing act, and I was left to face the music. I hadn't long to wait.

'So the lightship is on our port bow is it, and who the hell asked you to take a bearing'. I tried to explain that I had been listening to the Ice Patrol on the direction-finder, and happened to hear the lightvessel on our port bow. He seemed to swell visibly, and his normally red face acquired a purplish hue.

I was saved by the second mate who came stumbling through the door with the information that he had picked up the lightship's fog signal. It appeared to be ahead, or perhaps a shade to port, this latter bit he added as he did the disappearing act again.

The Master climbed the ladder to the monkey island, and leaning on the binnacle listened intently as we all did. The next blast of the fog signal was somewhat masked by a series of sneezes from the helmsman, but the one after that was loud and clear and unmistakably on the port bow.

Not wishing to intrude any longer I crept silently down the bridge ladder, and as I did so, heard the order 'bring her round to port 20 degrees'.

Back in the radio room I noticed that NLA was now on our starboard bow, and we should pass well to the east of him. As I commenced to write up my log the speaking tube whistle shrilled. It was the Master. 'Sparks' he said 'get me a bearing of that lightship every ten minutes, and let me know when it is abeam'.

In New York three days later the Old Man sent for me. He was moist with much Falernian, or whatever the bootleggers called the stuff sold in the speakeasies of West 23rd Street.

'Sparks' he said. 'That gadget of yours came in handy the other day, and you can tell your bosses back in Liverpool that I said so, have a drink'. I thanked him for those few kind words, and asked him if he would give me a short note expressing his satisfaction with the equipment, this would be better than word of mouth for my bosses in Liverpool. Without further ado he gave me the precious few lines.

Months later in Liverpool I handed over my log and sundry other documents, including a full report on my 18 months of trials and tribulations with the direction-finder. Attached to this report was my much prized letter of satisfaction.

Later that day when I collected my pay, I was handed

an envelope containing nine pounds. This was my direction-finder allowance for 18 months.

That same evening I relaxed in the snug Oriel bar drinking draught Bass (at eight old pence a pint) with a few companions and the staff clerk from the office. After some general conversation about ships, and the men who sail in them, the clerk drew me aside and asked me if I would like a month or two on an Isle of Man boat. I told him that I was willing to try anything once.

'Come to the office in the morning and we'll have a talk about it' he said.

A few days later I was on my way to Barrow-in-Furness to bring out the *Viking* after her winter lay-up, and for the next three months it was Fleetwood to Douglas and back, every day except Sunday. This was the life. At least I thought so until a slightly inebriated passenger came into the radio room one day, and after complimenting me on the shiny appearance of my equipment said in his broad Lancashire accent 'Stick at this lad, then one day thee'll find thiself on a real ship going to foreign places'.

With a great effort I managed to suppress the unprintable utterances on the tip of my tongue, and smiled at him and said 'Yes I expect you are right, I really have something to look forward to'.

I most certainly had although I did not know it at the time. This was a voyage up the Amazon with a bout of malaria thrown in, and for good measure hospitalisation in Manaus of all places.

But that is another story and really nothing whatever to do with direction-finding.

VHF direction-finding special equipment development

The navigation aids department of Marconi Marine has recently completed a vhf direction-finding design study and prototype equipment assembly to meet the specific requirements of HM Coastguard.

This project was sponsored by the Coastguard, as no currently available equipment could meet their requirements in terms of accuracy and cost. The main problem precluding satisfactory operation of competitive equipment being the effects of re-radiation prevalent at typical Coastguard sites.

HM Coastguard specified bearing accuracy of the order $\pm 3^\circ$ and, in fact, the prototype equipment has been shown to be quite capable of considerably better performance than that requirement.

The equipment designed by Marconi Marine is based upon a special rotating antenna; the bearing information being displayed on a CRT. With this system, the operator can easily see any interference effects that may

occur, due to co-channel interference, reflections etc, and take account of their potential unreliability. True bearing information is displayed digitally and full storage facilities are provided enabling remote control unit operation, within the Coastguard building, for initial contact with distressed craft. The equipment has the capability of operating on several marine vhf channels and this makes tracking and guidance of rescue craft possible.

Following encouraging trials by The Marconi Marine Company at Walton on the Naze Coastguard and two other sites, the equipment was handed to The Admiralty Surface Weapons establishment, Portsmouth, where it is undergoing trials on behalf of HM Coastguard.

Royal official opening for Marine Society's new premises

HM The Queen, accompanied by HRH the Duke of Edinburgh, opened the new headquarters of The Marine Society at 202 Lambeth Road, London SE1 7JW, on 5th December.

In the accompanying photograph The Queen, escorted by Dr Ronald Hope, the society's director, is seen talking to Mrs Rose Quansah, the director's secretary. The Duke is talking to Captain C.W. Malins, the society's secretary, who has since retired. Books seen on the table are being prepared for despatch to students of the College of the Sea.

The Royal party toured the building, discussed all

aspects of the society's work, and took tea with members of the staff and governing body. During this interlude for afternoon tea the Duke was presented with the honorary fellowship of the Nautical Institute, which is now also at 202 Lambeth Road.

On her departure The Queen unveiled a specially-designed sundial on the south wall of the headquarters to commemorate the occasion.

The Marine Society now incorporates the Seafarers Education Service, College of the Sea, Ship Adoption and the London School of Nautical Cookery.

Marconi Marine fit seven in a row

Marconi Marine has received orders for the supply of communication and navigation equipment to newbuildings 1711-1717 at Harland and Wolff Ltd, Belfast. The vessels are four car/passenger ferries for Sealink UK Ltd, two tankers to be operated by Shell Tankers (UK) Ltd and an ore carrier for British Steel.

A comprehensive communications package will be supplied to all seven vessels and this includes main and reserve transmitters, main and reserve receivers, auto-alarms, automatic keying units, and vhf radiotelephones. They will also get Seahorse echosounders and Lodestar direction-finders.

In addition two of the vessels will have a complete shipboard telex system based on the Marconi Marine Pacific X receiver, specifically designed for telex working, a Spector automatic error correcting system and a teleprinter.



New submarine communication equipment

The Ministry of Defence has placed a contract with Marconi Communication Systems Ltd for the design and development of an mf/hf communication system for fleet and patrol submarines.

The system is designed around existing ICS3 equipment but will use a 250W amplifier of Marconi proprietary design which is automatically tuned. Also included are new antenna and operator control panels and a remote operating system allowing for users to have full remote frequency channel selection for the first time for submarines.

The new equipment is designed to interface with satellite communication and radioteletype equipment. Much of the equipment will also be directly suitable for light forces such as patrol vessels, strike craft, minesweepers and the like. Also the design is such that it can be used in conjunction with existing ICS3 equipment, as used in major warships, and will thus extend the existing naval communication system.

EASAMS provide specialist support for underwater project

A six-man team from EASAMS Ltd is assisting the Royal Navy in the development of the Seabed Operations Vessel (SOV).

The team, which is integrated with the Navy project staff, is undertaking engineering management and project control functions of those aspects of SOV for which the Director of Underwater Weapons Projects (Navy) is responsible. EASAMS is also investigating and assessing the operational performance of the SOV systems.

Based at Weymouth, the team is carrying out design co-ordination in conjunction with research and development establishments; engineering management of main contractors and suppliers; programme management; project control and administration; and operational analysis. The team is supported by the computing facilities at the company's headquarters in Camberley and, indeed, the full resources of EASAMS are available to the team to meet the project requirements for specialist support.

The Seabed Operations Vessel will have a comprehensive installation of search sonars and is designed to carry out research of the seabed using a towed unmanned submersible for search purposes.

In addition the vessel will have the capability to

deploy divers to considerable depths using saturated diving techniques. The ship is fitted with accurate surface and sub-surface navigation systems from which an output is coupled to the MSDS Dynamic Positioning System.

This enables the vessel to steer to a pre-selected position and maintain the position for an indefinite period.

New communications system for AEW Nimrod reaches important stage

A major milestone in Britain's AEW Nimrod programme has now been achieved by Marconi Avionics Ltd. The company's Airradio Systems Division has now completed ground testing of the complete package of over 120 different electronic units, which constitute the aircraft's tactical communications system. In addition, a special Transportable Ground Station (TGS), which will operate with the airborne system during the intensive flight programme, has been 'rolled out' ready for delivery. The flight trials are to be undertaken in a Nimrod aircraft, specially converted for the communications systems trials programme.

Completion of these tasks is an important step forward in the United Kingdom's airborne early warning (AEW) radar programme. The AEW Nimrod aircraft, destined for service in the early 1980s, is fitted with the Marconi avionics radar and mission system avionics, a complete integrated system for which the company's Airborne Warning Systems Division is responsible.

An important part of the mission system avionics is the new tactical communications system. It provides for the rapid interchange of data between the aircraft and a control centre on ship or land, and between the AEW Nimrod and other aircraft.

BP selects subsea production control systems from US-UK team for Magnus Field

A teaming agreement made two years ago between NL Control Systems, Houston, Texas, and Marconi Avionics Ltd, has now enabled the British company to win a significant share of a multi-million pound business for the supply of high-technology electronics systems for the important Magnus North Sea oilfield.

British Petroleum Ltd has selected NL Control Systems as prime contractor for the advanced electro-hydraulic control systems with Marconi Avionics as major sub-contractor for electronic sub-systems, for the seven subsea wells involved in the Magnus development sited some 150km north-east of the Shetland Isles.

NL Control Systems, specialists in control systems for land and offshore oilfields and Marconi Avionics, specialists in ultra high reliability control systems, have, since March 1977, combined their resources and

experience to develop new fail-safe technology for the remote control of subsea wells. The oil industry's demand for such technology, to enable production to be extended into increasingly difficult offshore areas, underlines the growing importance of new controls technology to future energy supplies.

The Magnus Field, which, with a water depth of 600ft (180m), is one of the deepest sectors so far under development in the North Sea, comprises a platform and seven subsea wells. Each well is to be equipped with an electrohydraulic control pod to be commanded electronically and hydraulically from the platform.

Multiplexed electrical signalling, combined with hydraulic actuation, ensures the rapid response necessary to control the flow from each remote well to the flowline and for monitoring wellhead data. All seven subsea wells are required to be in operation as soon as the platform has been commissioned, thus underlining the need for dependable control systems which can be operational in the same timescale.

Among the advanced features which are incorporated in these electronic systems to achieve high safety, performance and reliability, are fail-safe techniques in current use in Concorde's automatic landing system.

Other features include specially-developed inductive couplers which enable the subsea control pods, including electronics and electrical power connections, to be installed and removed without exposing divers to the hazardous environment of the North Sea.

A further important facility provided by the system is the incorporation of the subsea electronics in a Lloyd's-approved pressure vessel of Marconi Avionics design. This enables the electronics to operate in their normal environment, ensuring the best possible reliability and performance.

Global navigation systems fitted in expedition's Twin Otter aircraft

The de Havilland Twin Otter aircraft, chosen to support the Transglobe Expedition's circumnavigation, the world's first along the polar axis, is being delivered with two of the latest kinds of Marconi navigation systems. The aircraft received by Dr Vivian Fuchs on behalf of the Transglobe Expedition Executive Committee, at a ceremony at Fair Oaks Airport, Surrey, recently, is fitted with Marconi global navigation systems of the type supplied for many of the world's airliners.

The dual AD380S automatic direction-finder, loaned to the expedition by Marconi Avionics Ltd, allows a

pilot to fix his position relative to universal ground-based beacons, or to locate a ship in distress. The CMA 734 Omega Navigation System, loaned to the expedition by the Canadian Marconi Company, Montreal, Canada, enables an aircraft's position to be determined virtually anywhere over the earth's surface.

The Twin Otter, a twin-engine high-wing utility transport, with short take-off and landing performance, was selected as an ideal support aircraft for the expedition. Equipped with the Marconi global navigation aids, it will be able to operate effectively at polar latitudes, where magnetic compasses become unreliable.

The Transglobe Expedition, which is carrying out scientific research, is also undertaking to promote the systems and equipment provided by companies in the UK and overseas. Eight trade exhibitions and demonstrations are being held en route, in Paris, Barcelona, Abidjan, Cape Town, Auckland, Sydney, Los Angeles and Vancouver.

EASAMS studies wave energy

To add to the research by the Government's Energy Technology Support Unit in alternative energy systems, EASAMS Ltd is to assess the operating and support costs of potential wave energy devices.

Under a contract from the Department of Energy, EASAMS is to study all the support aspects of probable wave energy projects and to derive a costing system for these. This flexible costing system will allow simple reworking of costs as the wave energy devices become more specifically designed than they are at present.

To harness wave energy, it has been estimated that a large number of offshore structures each 100m long will be required to gather the energy. This will then be transmitted to manned collecting stations for onward transmission into the national grid.

Sting Ray

Marconi Space and Defence Systems Ltd, has been awarded a contract by the Ministry of Defence for the final development and initial production of the Sting Ray lightweight anti-submarine torpedo.

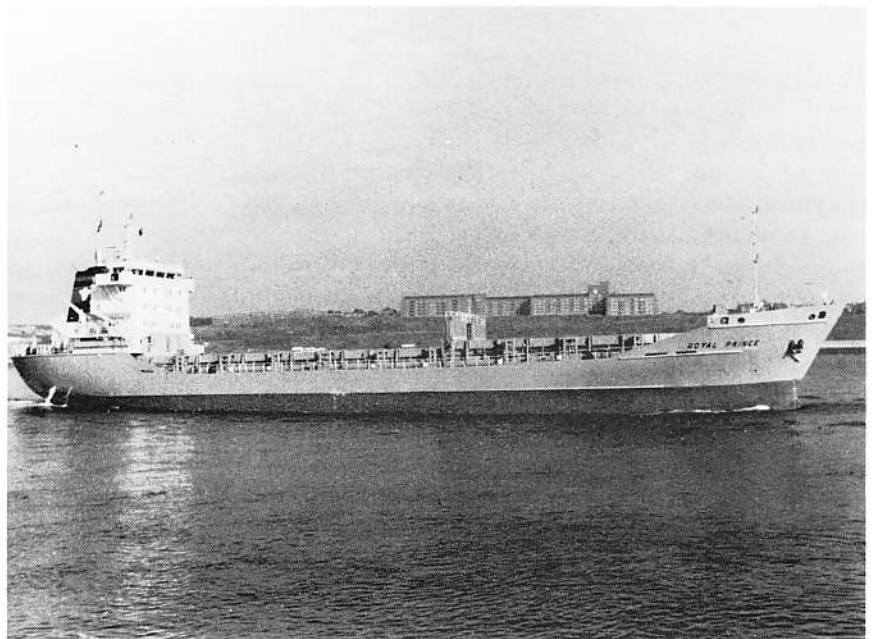
Sting Ray is designed to be launched from helicopters, maritime patrol aircraft and ships and, with its potential for further improvement, to be effective in countering the progressive increase in the capability of Warsaw Pact submarines over the next 20 years. When it enters service in the next few years it will be by far the most advanced weapon of its kind in the world. Specific design features include an on-board computer to control the homing system, sophisticated target detection and signal processing, high speed and endurance, together with a unique capability in defeating countermeasures. Its performance in shallow as well as deep water, and its high standard of reliability will be essential for successful anti-submarine warfare operations in the NATO sea areas.

New Fittings by Marconi Marine

Photographs by courtesy of the builders and owners

mv **Royal Prince**

Tonnage 1,599 gross
Speed 16 knots
Call sign GYAX
Owners Prince Line Ltd
Builders Swan Hunter
Shipbuilders Ltd
Sea trials 7th September 1979



Fitted with Transocean main transmitter, Pacific X main receiver, Corvette SS vhf radiotelephone, Warden III watchkeeping receiver, Survivor II portable equipment for lifeboats, Lodestar III automatic direction-finder, Seahorse echosounder, Spector automatic error correction equipment, Seacall selective calling unit, Forecaster K weather facsimile equipment, Minicall II onboard communication system, crew-call system, two colour television receivers and Pantenna III communal aerial

mv **Badagry Palm**

Tonnage 12,779
Speed 15 knots
Call sign GZAH
Owners Palm Line Ltd
Builders Sunderland Shipbuilders
Ltd
Sea trials 6th/10th November 1979



Fitted with Conqueror HS main transmitter, communications console containing Pacific main receiver, Salvor III reserve transmitter, Sentinel reserve receiver, Autokey N automatic keying unit and Lifeguard auto-alarm; Corvette SS vhf radiotelephone, Survivor II portable equipment for lifeboats, Lodestar IIID automatic direction-finder, Seahorse echosounder, audio entertainment unit, EB35 MkII broadcast receiver, two colour television receivers and Pantenna III communal aerial with 38 outlet points

New Fittings by Marconi Marine

Photographs by courtesy of the builders and owners

mv **Seatrain Saratoga**

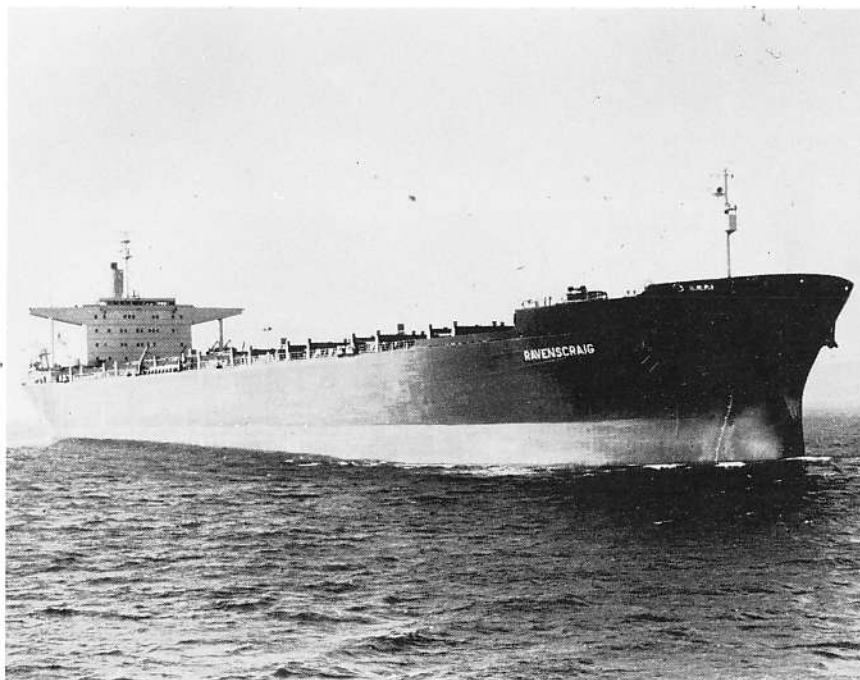
Tonnage 18,964 deadweight
Speed 18 knots
Call sign GZAR
Owners Colonsay Shipping Ltd
Builders Namura Shipbuilding Co
Ltd
Sea trials 6th/7th September 1979



Fitted with Conqueror HS main transmitter, Pacific main receiver, Salvor III reserve transmitter, Sentinel reserve receiver, Autokey N automatic keying unit, Lifeguard II auto-alarm, Argonaut SS vhf radiotelephone, Warden III watchkeeping receiver, Survivor II portable equipment for lifeboats, and Lodestar IIID automatic direction-finder

mv **Ravenscraig**

Tonnage 119,500 deadweight
Speed 15 knots
Call sign GBDT
Owners British Steel Corporation
Builders Harland & Wolff Ltd
Sea trials 31st October/1st
November 1979



Fitted with Conqueror HS main transmitter, communications console containing Pacific main receiver, Salvor III reserve transmitter, Sentinel reserve receiver, Autokey N automatic keying unit and Lifeguard II auto-alarm; Argonaut SS vhf radiotelephone, Corvette SS vhf radiotelephone, Survivor II portable equipment for lifeboats, Seahorse echosounder, Lodestar IIID automatic direction-finder, Loran C and Alpha Omega navigation receivers, four colour television receivers, four EB35 MkII cabin broadcast receivers, Herald sound reproducing system, and Pantenna III communal aerial

SHIPS' FIGUREHEADS

The history of ships' figureheads can be traced right back to the time when man first began to build boats. Rock carvings found in both hemispheres of the globe depict boats with animal heads and other designs on both the bow and the stern. Some of the earliest surviving representations of boats from Egypt dated between 3000 and 4000BC have indication of some form of bow ornament.

A number of the most elegant designs can be seen on old Maori war canoes. The significance of the carvings found on canoes that originated in the South Pacific islands is often obscure although it is believed to be closely associated with magical powers and tributes to gods and spirits. Some figureheads depicted birds and animals. The latter, in many cases, in fearsome attitudes designed to instil terror into the hearts of the enemy.

The canoes of North American Indians usually had a design, often a face, painted on the side to frighten away the spirits of the dead. Other designs included

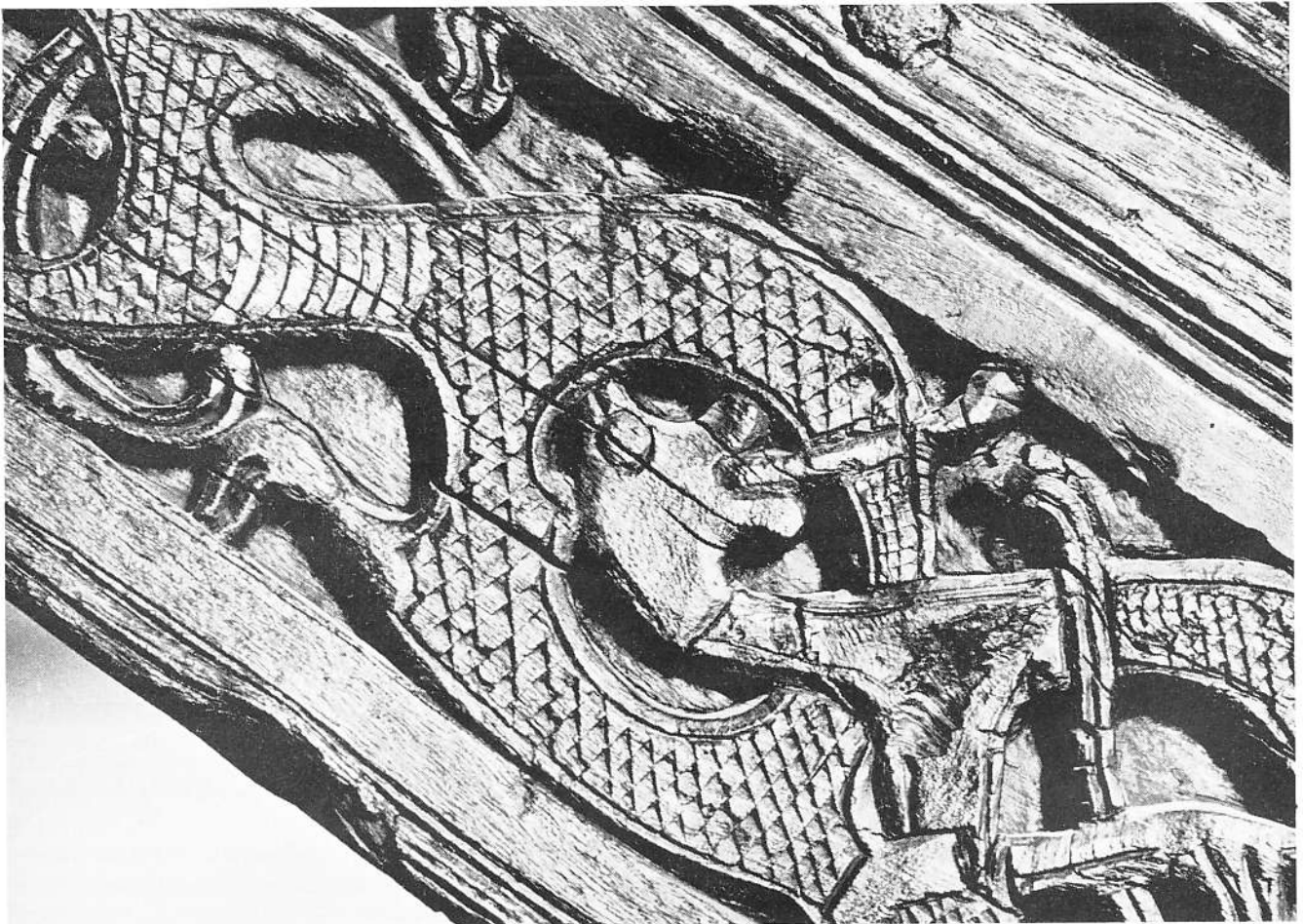
wolves, bears, beavers, foxes and eagles, all of which have part in the legends of tribal family history.

Egyptian, Greek and Roman vessels all had their figureheads, too. Some early ships carried a design painted on the bow in bright colours or maybe even three dimensional figures carved in wood or cast in bronze.

The Vikings favoured designs that were connected with nature cults and worship of their Gods and some vessels were identically adorned at both bow and stern. The Bayeux Tapestry shows both King Harold's and William the Conqueror's ships adorned with dragon or beast heads, these probably being derived from the Vikings.

Figureheads of the 16th century were mainly dragons, lions or the open jaws of a beast.

As the design of ships improved from the one piece dug-out canoes to the mighty naval ships and merchantmen, the shape of ships' bows changed and the shape of





Above. A figurehead carved in oak

Photo by Ford Jenkins

Left. The Oseburgh ship, excavated in 1904, formed the burial chamber of a Viking queen. The vessel was built around AD800 and this detail from the stem posts demonstrates some of the artistic qualities of the Vikings

Photo by Michael Moore

a warship also differed from that of a merchantman.

During the 17th century England, France, Holland and Scandinavia embarked on a large programme of building naval ships. There was also an increase in the merchant trade resulting from the discoveries of adventurers during the previous century. The size and weight of warships increased and the three-masted ship became the standard of the day. The painting of designs which was prevalent during the Tudor period gave way to elaborate carving which often extended from the stern of the vessel along the broadside and bulkhead and culminated in a carved and gilded figurehead on the bow of the ship.

The most common figurehead on an English ship was the lion, and this was also adopted by the Dutch, Spanish and Scandinavians. The shape of the animal was adapted to fit the form of the beak, which is the projection at the bow of the ship. Some figureheads were painted and others gilded while some animals had

crowns carved on their heads. The animals could be in the upright, rampant or lying position. The French employed some of their best sculptors to produce figureheads for their ships and it was not unusual to see very complicated carvings adorning the bows of French vessels. Heraldic shields were often incorporated in the design and these were supported by animals and other figures.

However, the carving on a ship became expensive to create and at intervals during the 18th century regulations were issued by many maritime countries to control the amount of ornamentation on vessels. Group figureheads were common until in 1796 an order was issued putting an end to them, possibly due to the high cost involved in their production. The figurehead of the *Victory* (1765) was believed to be one of the last complicated group carvings. The present figurehead to be seen on the *Victory* at Portsmouth was fitted in 1815 and resembles closely the one carried at Trafalgar. It is much different to the figurehead the vessel carried originally.

The lion designs which had previously been so popular gradually disappeared and these were replaced by single figures usually representing the ship's name.

In the second half of the 18th century classical figures became popular. They included both bearded and clean



Above. This figurehead, pictured at Southwold, probably originates from a fast fruit schooner with a clipper bow of the mid 19th century period

Photo by Ford Jenkins

Right. . . In the second half of the 18th century classical figures became popular. . .

Photo by F. Leonard Jackson

shaven warriors, sea gods and maidens. Many wood carvers produced a standard type of design not always of a high quality. Some of these figureheads never went to sea at all but remained in their creator's yard or shed waiting for a suitable name or specification for which they could be considered.

The year 1607 is given as the date that the first vessel produced by the English settlers to America was built. The figureheads on American ships originally followed the English pattern, that of the lion, and when this went into decline the seahorse became popular. In the 1760s, as in England, individual figures associated with the ship's name began to appear.

In the early years of the 19th century the structure and shape of ships' bows changed again. The bow became

more rounded, which had the advantage of being better able to withstand gunfire, and the figurehead became linked to the line of the hull.

The command to stop fitting figureheads to ships of the Navy began to take its toll and if one was fitted it was of a smaller and cheaper design. Some of the figureheads of this period still exist today in maritime museums and naval dockyards. The last figurehead to be carried on a naval vessel was believed to be that on





Seafarers of the early 1900s. Decorating the gable head of the building can be seen ships' names, figureheads and other pieces of once fashionable ship embellishments

Photo by Ford Jenkins

the *Rodney*, a battleship of 1884 which had a bust of the Admiral mounted in an upright position. This figurehead is now in Chatham dockyard.

The French navy continued to have figureheads and in this and other European navies a high standard of carving continued to be maintained.

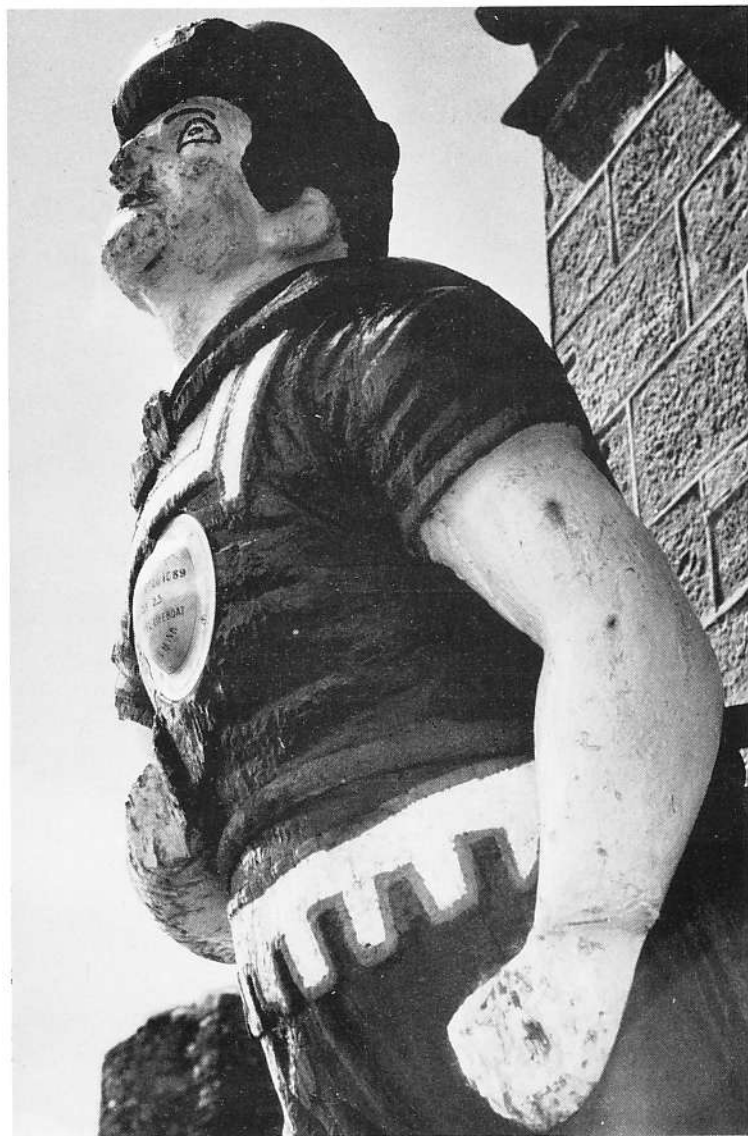
American carvers also produced some fine examples. Many of these being busts of notable personalities with the carving reflecting the influence of French sculptors. The Russians also had their vessels adorned with figures and several examples are to be found in a museum in Leningrad.

In contrast to naval ships which were beginning to use smaller, cheaper figureheads, the merchant ships of the 19th century were almost all adorned with fine figureheads. They included beautiful women, kings, statesmen, princes or dusky turbaned figures, the latter being bedizened in the colours of Eastern sultans or heroes.

As in the development of naval ships, the bows of the merchantmen also changed in shape. The English and American ships had considerable differences and the China and Californian clippers were also distinctive. The bow shape usually decided where the figurehead

would be positioned. The clippership bow was concave in profile from the waterline upwards and took on a slightly reversed curve at the point where the figurehead sprang from the stern. The *Cutty Sark* of 1869 is a good example of this.

Even many small ships, brigantines, barquentines, schooners, ketches, smacks and the like carried figureheads and many carvings standing no more than three feet tall were produced for the smaller vessels.



Above. This sturdy fellow adorns the harbourside at Peel, Isle of Man. He now carries a collection box for the RNLI

Left. An old figurehead used as a headstone in Morwenstow churchyard, Cornwall

Both photos by F. Leonard Jackson

The last figurehead on a schooner in British coastal waters was probably on a two-masted topsail schooner the *Susan Vittery* which was launched at Dartmouth in 1859. This vessel was originally intended for the fruit trade but when this became uneconomic she was converted to a three-master and renamed *Brooklands*. She was lost off Tusker in 1953 having failed by only six years to reach her centenary. The *Brooklands* was one of the very last working sailing vessels to carry a figurehead.

Figureheads can still be seen in maritime museums, dockyards and even adorning houses and gardens around the country, as well as in museums abroad. One can come upon an inn or a public house sporting a ship's figurehead. It may be appropriate to the inn's name or just installed as a curio or decoration. Not only are these a delight to look at, they are also an interesting part of maritime history and achievement.

A true story of **THE
SMUGGLERS'
BUS** told by
Susan Mummary

I had always wanted to be involved in a bit of international adventure, but this was another thing . . . I have never reckoned to be a true mariner at heart and our trip from Algeciras, across the Straits of Gibraltar, to Ceuta in North Africa proved the point. Numerous passengers aboard the ferry lost their mid-day meals – either overboard or in the scuppers. Clinging to my husband as the vessel pitched and tossed I was ever in fear of losing mine, too.

Then, at last, we entered the sheltered harbour of Ceuta. The rainclouds passed and out came the evening sun. After booking in at the Hotel Africa, practically on the waterfront, we sauntered along the curve of the bay. Before us the rising height of Monte Haco – said to be the second ‘Pillar of Hercules’ opposite Gibraltar – dominated the scene. Already we sensed the sights and sounds of Africa and Morocco, even though Ceuta is actually a Spanish outpost on the dark continent, much as Gibraltar is British territory on the edge of Spain.

As we trekked the streets of this strange land I thought about our holiday apartment in Torremolinos, a hundred miles or so to the north. How, in 24 hours we had arrived on the fringes of Morocco I shall never quite grasp.

First, my husband had wanted to visit Marbella; then Estepona; then Algeciras for a view of Gib across the bay. Next I knew we were over the Straits and into Ceuta.

And now, here we were amid a throng of long-robed folk. That evening at the hotel, Peter said we would take a trip into Morocco next day.

Next morning we approached the service-bus stop in Ceuta – the only depot providing transport out of Spanish territory. We learned that we could pay in Spanish money on the bus and maybe change some currency at the *frontera*, or frontier, a mile or so out of Ceuta.

We were directed to a dusty grey bus, sadly battered, which we had construed as being a derelict. However, we were assured it went to Tangier.

Furtive glances met us as we took our seats. As I settled nervously my foot hit a package under the seat in front. The label said *Queso Holandes*. On the seat opposite were stacked cartons of fruit.

‘Must be a sort of market bus,’ Pete said, puzzled.

Outside the bus a metallic tubular ladder was being used to gain access to the long roof-rack where cartons and packages were being piled high. A woman in a brown caftan seemed to be supervising operations.

A second woman got aboard dressed in black robes. She fairly clanked as she walked. We discovered why: Across her back – where normally a baby might be

Evening in Ceuta – terminus for the smugglers’ bus. In Arabic the name is Sebta – meaning seven, said to be so-named after the seven low hills upon which the town is sited



carried – she had a swathe of cloth which carried tins upon tins of sweets.

Next, after much shouting and disconnecting of the tubular ladder, the driver boarded and started up. Someone moved down the centre aisle of the bus tugging at the window covers.

‘Why are they drawing the curtains?’ I whispered nervously.

Funny thing how fearful one gets in a foreign country.

We paid seven pesetas to the frontier. And what a frontier . . .

From all around us came the sounds of a vast horde on the move. To avoid the customs officials men in drab robes heaved bulky bundles on their shoulders. Pannier-laden mules picked their way round the frontier-post, chased by their not-so-agile owners flicking at the animals’ buttocks with twigs.

Men of the *carabinieri* shrugged. How could a handful of customs officials search that lot.

We found the *Cambio* (exchange) place closed. Not having the correct currency we were confused. Were we able to proceed?

Then, down the road a hooded figure drifted towards us. Before I could grab Pete’s arm the figure was upon us. Then it spoke – surprisingly in English:

‘Welcome to Morocco.’

It was a he – youthful – about 15 years at a guess. He wore the traditional head-to-toe *djellaba* or hooded robe still favoured by modern Moroccans.

‘You want coach Tetuan?’ he asked, indicating the bus we had vacated and which was now parked way up the road.

We made haste and got back on. Our new friend got on with us and sat in front. Soon, he and my husband were chatting like old friends. I lay back wondering what the dickens we were doing here.

Pete whispered, between spurts of conversation with his new pal: ‘He’s called Muhammed!’

I groaned inwardly. ‘I bet his brother’s called Abdul. Go on, ask him!’

Pete looked hurt.

Suddenly there was a wailing sound outside. It was the old girl in the brown robe whom we had seen directing operations at the Ceuta terminus. She was tugging at the lapel of one of the blue-clothed customs officials.

‘The *carabinieri* has taken some of her goods,’ explained the youth.

I suggested she was pleading poverty.

‘She is very rich,’ he asserted. ‘She has many sons.’

I was trying to figure the logic behind this explanation when the youth added: ‘She will pay the customs, you watch.’

Sure enough, before long money was changing hands like swapping lottery tickets.

But our brown-robed momma was not the only one. A hostile murmur went through the group as one official, now up the ladder on the roof, tugged at a large sack. Plucked from its moorings, it flew through the air and burst asunder on impact with the ground. I saw a sad-faced man clutch his velour hat to his bosom with a cry – his world had come to an end in a torrent of spilled rice. Beneath the very noses of the arguing officials, scavenging youngsters snatched at handfuls of the grain, filling caps and robes with their plunder.

Our driver, I noticed, took all this in his stride. He sat watching, unperturbed, like one who has seen a movie for the umpteenth time. After ten minutes he had made up his mind. The bus must go on.

And it did.

We left several of the passengers still clamouring with the *carabinieri*. We watched through the rear window as the little crowd swept back and forth, with the lady-of-the-many-sons gesticulating in their midst. Then a bend in the road hid them from view.

Half a mile further on we were flagged down to a stop. Two more customs men had arrived in an official car.



Journey's end – Tangier. Pictured here is The Avenue d'Espagne, bordered by Norfolk pines and African palm trees

Quick as a wink, the belle in the black robes discharged her 'baby'. Soon, everyone on the bus was nursing a tin of 'Quality Street assortment' as she doled out tin after tin. The Moroccan lad finished up with two tins and a rug rolled between his knees. 'She will save many dirhams on this,' he explained.

I was physically sweating as the new customs men searched the bus. What had we got ourselves into?

The Quality Street belle sighed as, suitably foxed, the officials left the bus and we sped on.

We swayed through a countryside of low hills, blue colour-washed farmhouses, and scenes of oxen dragging primitive ploughs over stony fields. Odd, mushroom-shaped haystacks dotted the fields. On a ridge against the sky I spotted a youth following the silhouettes of several kine, his robes flying like a banner in the breeze.

Then, at a village we stopped.

A car drew up behind. This time it was the lady-of-many-sons. Someone, from somewhere, had given her a lift to catch up the bus. It definitely looked prearranged.

In her arms she carried the remains of her portable

contraband - two torn packets of biscuits. Something like a cheer went up as she came down the aisle.

She broke into staccato verbiage.

'I bet she's cussing,' said Peter to Muhammed.

He cocked an ear. 'She says it is an unlucky bus,' he commented. A bit of an understatement, I thought.

Well, we got to Tetuan and even onwards towards Tangier. But not before we repelled boarders at the Tetuan coach-station.

Stuff appeared as if from nowhere. What the customs men had grabbed was peanuts compared with what came off that bus: Dutch cheeses, fruit, carpets, linoleum, confectionery.

Young men were hurling down packages from the roof. No wonder the brown-robed woman had many sons - she needed them - to unload the many goods onto barrows and into open arms.

I looked at Peter. He looked at me.

'Did you say this was a *market* bus . . .?' I asked.

That bus left Tetuan a heck-of-a-lot lighter I can tell you, and even the new passengers looked friendlier.

SEAGOING STAFF

Radar training courses

RADIOLOCATOR 12/16

The following company radio officers have recently completed radar training courses at East Ham

W. Adams	P. Golson	C. McCombe
S. Blackmore	J. E. S. Jones	H. J. Myhill
D. Brooks	P. Lintzgy	W. W. Parker
A. E. Campbell	A. Mall	W. A. Rance
D. Croxford	D. Manson	P. A. Spackman
		M. D. Walsh

SSB training courses

CONQUEROR/APOLLO/NEBULA

The following members of the company's seagoing staff have completed ssb training courses at Glasgow recently

D. M. Chalmers	J. Ingram	K. Mulholland
P. M. Gillcock	G. E. Lemon	P. Murphy
J. W. Field	P. V. Lintzgy	P. Spackman
J. F. Flint	J. S. Mathers	N. Varty

Retirements

The following radio officers have retired with the company's thanks for their long, loyal service and good wishes for the future

Radio officer P. A. Byrne

Radio officer Patrick Byrne retired from the sea staff on 17th November.

His service of 37 years included a total of 17 years aboard ships of Manchester Liners Ltd, his last voyage being spent aboard the *Manchester Vigour*.

Radio officer J. F. Fogarty

On 23rd November radio officer John Fogarty retired from the seagoing staff of The Marconi Marine Company having completed over 29 years' service.

During his early career John served on a wide variety of vessels, but since 1975 had served almost exclusively on ferries owned by The British and Irish Steam Packet Co Ltd.

Radio officer A. K. Anderson

The retirement of radio officer Andrew Anderson took place on 19th October.

He had several periods of service with the company which totalled some 38 years. From 1957 onwards he spent most of his sea time aboard vessels of the T. & J. Harrison fleet, completing his service with the company on the *Adventurer*.

Radio officer H. G. Burton

The retirement took place on 31st December of radio officer Horace Burton. His company service totalled over 43 years.

During his time at sea Horace spent a number of his early years with the British and Irish Steam Packet Co Ltd and latterly with Palm Line Ltd on whose *Lobito Palm* he completed some 44 voyages.

Incentive awards

The following radio officers have recently received awards for their efforts in promoting the gift services available onboard their vessel

P. A. Barratt	J. Degnan	R. A. M. Lynn
J. D. Booth	M. Donaldson	P. Mannion
D. S. Brough	D. Emeny	R. M. Rigg
C. R. Brown	G. A. Ferrand	R. P. Skuse
W. Campbell	C. J. Hawkrigde	M. J. Sheldon
E. J. Davies	S. J. Kirkwood	J. E. B. Sams

OBITUARY

Former area manager dies

We are sorry to have to record the death of John O'Brien on 7th November last. Jack, as he was fondly known by all in Marconi Marine, was manager, Eire, based at the company's regional office in Dublin, before he retired at the end of 1975.

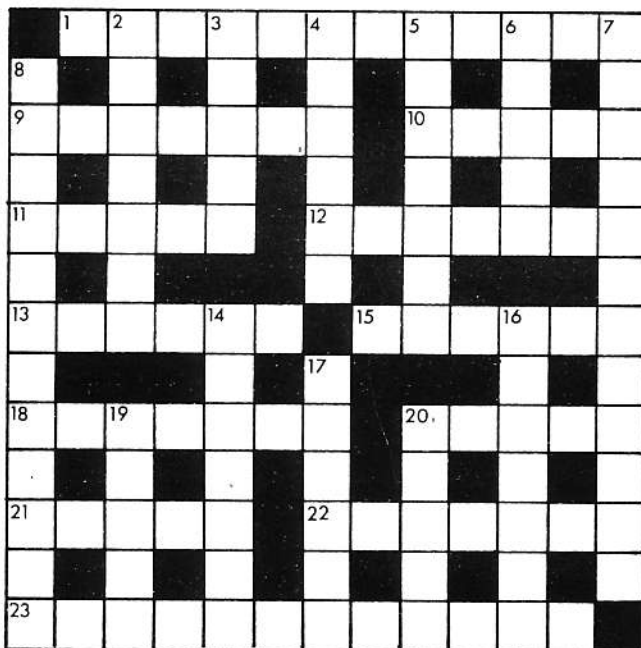
He served with The Marconi Marine Company for a total of 45 years.

Mariner crossword

by R. S. Philpott

ACROSS

- 1 They change electrically! (12)
 9 The French telly a Scotsman made in Riga? (7)
 10 German governors in fruit-making? (5)
 11 Chief meter openers at the door? (5)
 12 Line from circuit for brown man? (7)
 13 Mementoes of rebuilt slicer? (6)
- 15 Fishy centre for disc amp ions? (6)
 18 Leapt to back ac powered outside? (7)
 20 Cyril's transformer for poetry? (5)
 21 One speed makes you cross? (5)
 22 Ends of lines that may be electric? (7)
 23 Chuck out pilot systems? (7-5)



DOWN

- 2 Another test? (7)
 3 Result of over-amplification? (5)
 4 Bounded into elfin items? (6)
 5 Iron cam generator from the Latin? (7)
 6 Electronic man? (5)
 7 Blow-out for electricians? (5-7)
 8 Glower with heat? (8, 4)
- 14 Charge for a dog—and electricity? (7)
 16 Arcs heard in fog by left-winger? (7)
 17 Rioted about press chief? (6)
 19 Pump latex round this piece of metal? (5)
 20 Big centre of stellar germination? (5)

Solution on page 127

news AND VIEWS



BELFAST

Contributed by Ray Searle

With the advent of a New Year we are pleased to congratulate our former inspector Brian Burns and his wife on the birth of a daughter.

During December the ship carrying our latest comprehensive fitting, *Ravenscraig*, left Belfast shipyard bound for Brazil via a Scottish port. A point of interest is that while Harland & Wolff have built larger vessels – the *Ravenscraig*, of approximately 119,000 tons dwt, is the biggest ship ever registered at Belfast. Sponsor of *Ravenscraig* was Lady Villiers, wife of Sir Charles Villiers, chairman of The British Steel Corporation, who are chartering the vessel to bring iron ore to the new BSC unloading terminal at Hunterston on the Clyde. Among the guests of honour at the naming ceremony were David and Jeremy Ropner, representing the Ropner Shipping Company, who will manage the ship during her charter by British Steel.

We wish a long and happy retirement to Mr J. M. Stewart who has now left the services of G. Heyn & Sons Ltd. Mr Stewart joined this Belfast shipping company as a seagoing engineer in 1933. In 1940 he became superintendent engineer and was appointed general manager in 1970.

High winds early in December prevented the launch of *St Anselm* the latest ferry built for service on Sealink's cross-channel routes. The vessel was, however, named without leaving its slipway. The 1,000 passenger ferry, with accommodation for 309 cars, is named after an 11th century Archbishop of Canterbury and is intended for service on the Dover-Calais route next summer.

Tremors of the recent earthquake centred near Carlisle were felt on this side of the Irish Sea, mainly in the North Down area.



BOMBAY

Contributed by 'Ooza'

We said goodbye to two of our staff members, Balkrishna Rao and Laxman Sagviekar who retired at the end of November. The former joined The Marconi Marine Company in 1956 as radio service engineer and was promoted to the rank of senior radio service engineer in 1969. Laxman, our popular messenger, joined the company in 1941 and was the recipient of the company's long service award on completion of 36 years' service. They were entertained to lunch by our manager and given a warm send-off by their colleagues. We wish both of them many years of happy retired life.

We were interested to learn that the vessel *Ramanujam* belonging to the Shipping Corporation of India Ltd had com-

pleted 50 years of ferry service. She is the oldest ship in Indian registry and operates between Rameshwaram and Talaimannar in Sri Lanka. This ship of 977 gross tons was built in 1929 by David and William Handerson of Partick, Glasgow. She has a capacity of 800 passengers and a crew and catering staff of 47.

For the first time in the history of the Bombay port, a huge ship was drydocked for repairs in September at Hughes Dry Dock. The vessel *Chennai Jayam* of 42,000 ton dwt belonging to the South India Shipping Corporation was successfully towed into the drydock and the necessary repairs carried out. The ship is 666ft long and 24ft wide. Previously such huge ships were being drydocked in foreign countries.

We understand that the erection of a giant gantry crane at the Cochin Shipyard Ltd has been completed. It is claimed that the crane is the biggest of its kind in South-East Asia, having a span of 95 metres and an overall height of 70 metres. With the installation of this crane, the construction of *Rani Padmini*, a 75,000 dwt bulk carrier for the Shipping Corporation of India Ltd, which had been held up, is now expected to be expedited.

We have just completed the fitting of Transocean/Atlantic radiotelephone equipment at the National Institute of Oceanography at its headquarters at Dona Paula in Goa. Our service engineer Mr R. R. Murthy who had been deputed to complete the job has just returned after its successful installation. The initial planning of the layout was earlier carried out by our senior radio service engineer Mr B. B. Rao.

CALCUTTA

Contributed by S. George



By the time these notes appear we hope to see the bright side of 1980. The forecasts for 1980 appear to be gloomy all round. Prices have rocketed to an unprecedented scale and to make both ends meet is becoming a nightmare. Now there is the probability of oil prices being raised further.

Although late this year, winter has fully set in and it is very chilly in the early mornings. Christmas is only a few days away as we write, but the glamour and festive spirit is missing due to the severe load shedding in Calcutta, making Christmas shopping an ordeal. Coupled to this is the scarcity and high prices of many essential items.

Our manager, Mr K. D. Panicker, visited Madras recently in an effort to locate suitable premises to open our branch in Madras. We are happy to note that within a couple of days of his arrival he was successful in locating very suitable and convenient accommodation very close to the dock area and

situated among our important shipping clients in Madras. The Marconi Marine division expects to commence operations by the middle of January, 1980.

Our radio service engineer Mr J. V. Narayanan has been selected from this office and is being transferred to Madras to look after our interests at that port. We wish him the best of luck in his new venture. We are confident that Mr Narayanan will be able to carry out his duties efficiently and to the satisfaction of all our shipping clients based in Madras. From all accounts Madras is a very busy port, with an average of 26 ships in port daily and this, we are sure, will keep Mr Narayanan fully occupied.

Mr S. Vaidyanathan, chief radio service engineer, visited Visakhapatnam to attend the sea trials of mv *Jalagovind*, belonging to Scindia Steam Navigation Co Ltd. The Marconi Marine installation was carried out by Visakhapatnam agents, Marine Electronic & Engineering Corporation. The vessel has already been delivered to the owners and is now on its maiden voyage. The installation comprises Conqueror HS, Pacific, Salvor III, Sentinel, Lifeguard II, Autokey N, Console II, Survivor II, Corvette SS vhf, Lodestar IIID and Warden III, also two monochrome television receivers with Astrabeam vhf and uhf aerials.

CHELMSFORD

Contributed by A. T. Southerlee



As usual the year's end saw a number of long service awards and retirements.

The first of these ceremonies took place in the demonstration room on Thursday 6th December when general manager Iain Dick presented three long service awards. These went to Laurence Luckin, contracts section, accounts; David Rushen, test department, and Jack Stanley, UK sales.

Mr Luckin, who retired some three weeks after his long service award, joined The Marconi Company in 1951 and transferred to the chief accountant's department of Marconi Marine in October 1954 as a member of the sea staff payroll team. In 1958 he moved to contracts section where he completed his company service. Laurence gave valuable service as a company first aider for several years. His spare time interests include gardening, music, and St Martin's Church, Little Waltham, where he is a churchwarden.

Mr Rushen had 16 years' service with The Marconi Company before he joined Marconi Marine at Maldon in 1967. He transferred to the test department at Westway in November 1971 where he is still employed as a senior technician.

Pictured at their long service award presentation are, left to right in the foreground, Laurence Luckin, accounts, who retired at the end of the year; David Rushen, test department, and Jack Stanley, UK sales





Ron Taylor, right, says goodbye to the general manager, Iain Dick. Also in the picture are some of Ron's many company colleagues

During his leisure time David is involved with the Air Training Corps, in addition to making toys to be sold for the benefit of children's wards in local hospitals.

The third member of the trio was Jack Stanley from UK sales. Jack joined the company in August 1951 as a general clerk in the accounts department where he remained until 1975 when he transferred to UK sales. His hobbies include listening to music, gardening and walking.

All these recipients had served the company for 28 years and we wish them all well in the future.

On 9th December Mrs Doris Brewster officially retired. Doris had served a total of 21 years, the past 17 of them in the cashier's department. She has been a stalwart supporter of the Marconi Athletic and Social Club acting as agent for the club's car draw and Christmas hamper sales. Doris's husband Ernest is also a long serving member of the company and works in the production department.

Ron Taylor, the company's sea staff training manager, was next to receive a retirement award when, on 21st December, a large crowd gathered in the demonstration room to bid him farewell.

Ron came to Marconi Marine as a radio officer in 1938. At the outbreak of war he was on a Cory collier the *Corsea*. He attended the first convoy conference at Southend and went on to serve, unscathed, in 11 ships in total.

At the end of the war he went to Japan on *Samana* and had the grisly experience of visiting Hiroshima some six months after the bomb.

Ron came ashore to a technical post at Liverpool in July 1947. He specialised in radar and it was the knowledge that he

gained during this time that encouraged his recruitment to Chelmsford in 1954 where he worked with Jim Dyer at about the time that the Quo Vadis radar was appearing on the scene.

In 1962 Ron was appointed radar sales engineer and a year later was appointed chief of training and demonstration responsible to the then technical manager. On 1st January 1966 he became assistant technical manager service, training and demonstration. Further promotions took him to the post of service manager and on 7th January 1976 to sea staff training manager.

In this latter role Ron has become well known to all those young men and some women that the company have recruited as junior radio officers.

At the presentation Ron received a power saw and a nest of tables presented on behalf of his colleagues by the general manager.

Ron plans to retire to Northumberland.

Last but not least we have said goodbye to Stan Hunter, development engineer, who retired at the end of 1979.

Stan joined the company in 1939 as a radio officer, first aboard trawlers and then with deep sea vessels. He spent most of the war in the Rescue Service based at Harwich.

On 11th April 1949 he commenced duty as a temporary MTA at Hull and was appointed to the permanent shore staff in February 1952.

In June 1956 he was transferred to the technical department at Chelmsford and was seconded to work on an anti-fouling project known as 'Barnacle Buster'. In October 1956 Mr Hunter was re-classified as a development engineer, the position he held until retirement.

Stan Hunter, left, receiving his retirement gifts from Jim Tyler, manager radar and echosounding



Stan is a member of the St John's Hospital League of Friends, of which he has been chairman for the last three years. He has carried out various improvements at the hospital, including reorganisation of the broadcasting service. He plays piano and is an active member of the Chelmsford Opera Group.

He chose a portable television set as his retirement gift and also received a work bench from his colleagues.

We end on a sad note by recording the death on 9th November last of retired radio officer Leo Foley. He had lived in London since his retirement in 1967 and regularly attended the annual veterans' reunion.

Our condolences go to his sister who conveyed the news to us.



DUBLIN

Contributed by 'Brian Boru'

We open our contribution for 1980 with the sad news of the passing of both John O'Brien, or Big Jack, as he was known to his many friends in Dublin, and Brian Corbally, erstwhile manager and desk inspector in Ireland.

John O'Brien died on 7th November after a short illness and was buried in Birkenhead. His funeral was attended by Captains John Devaney, Gerald Barry, Archie Jones and Tony O'Grady of B+I Line; Larry McDonald of Limerick Technical College; retired radio officer Jimmy Burke; representatives of Liverpool office; the manager of Dublin office; radio officer Brian Fogarty, appointed to B+I vessels, whose wife Ursula was a niece of the deceased, and other friends and colleagues.

Floral tributes were sent from Irish shipping circles, the staff of Dublin and Cork, B+I appointed radio officers and other friends. It seems a little unfair that Jack could not enjoy more of the retirement that he had fully entered into and relished.

A few weeks later Brian Corbally, just two-and-a-half years into retirement, passed away. His funeral in Dublin was attended by a large crowd of former friends and colleagues including representatives from B+I Line, Irish Shipping Ltd, Irish Continental Line, Limerick Technical College, Kevin Street Technical College, retired and serving radio officers and members of Dublin office staff. A measure, perhaps, of the very great esteem in which Brian was held by his former associates and friends. He was always known as a gentle gentleman.

At the time of writing the new B+I jetfoil has just been launched and christened *Cu na Mara* which means hound of the sea. She is expected to enter into service between Dublin and Liverpool in April. She has a passenger carrying capacity of 257 and will take just over three hours for the journey.

In the meantime B+I have also laid down the keel for a new car ferry which will be the sister ship to the *Connacht*.

Extremely bad weather at the moment is causing havoc in certain parts of Ireland with storm force 10 and 11 winds demolishing holiday caravans, uprooting telegraph and power line poles, disrupting normal car ferry services and mainland contact with the various small islands around the coast, not to mention the devastation to the writer's decorative bush, planted with loving care in the front garden two years ago, and now firmly jammed in the guttering of a house two doors away. Its present position has a certain elevated air about it - if only the roots could be watered.

We have to report that radio officer F. X. Smyth, who has a

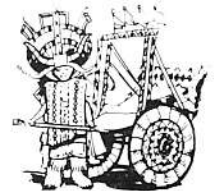
long association with Dublin office is on sick leave having injured his shoulder in a fall.

Two retirements have taken place within the last few months. The first was that of radio officer Paddy Byrne of Co Dublin who took to the land after spending over 37 years on the sea staff. Most of this time was spent with Manchester Liners.

The second man to retire from these parts was radio officer Barney McGovern from Co Sligo who picked up both long service and retirement awards in the forms of a watch and a cheque. Apart from a few months absence from the company in 1974 Barney was on the sea staff for over 43 years and completed his last few years on the Irish Continental Line car ferry *Saint Patrick*.

We wish both of these gentlemen a long and happy retirement.

Our notes to the last edition of *Mariner* made mention of a long service award to radio officer Joe O'Brien of Cork but this piece of news must have been mislaid. This radio officer has served for many years on T & J Harrison vessels and was entertained with his wife to lunch to celebrate the occasion.

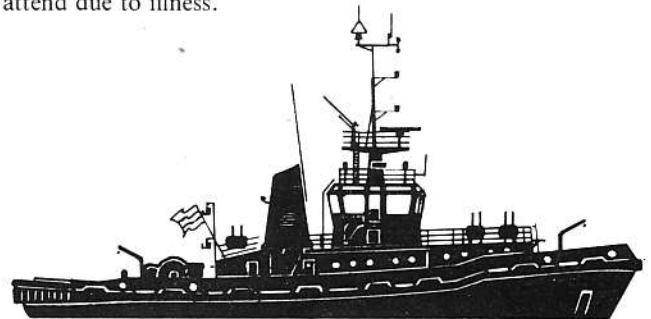


DURBAN

Contributed by Gloria Blom

On Friday 23rd November, Mr Foster, Durban manager, had the pleasure of attending the launching ceremony of the *Ben Schoeman* at the Dorbyl Shipyard, Durban. This is the first of four Voith Schneider diesel-powered tugs being built under a 17 million Rand (£10 million) contract for the South African Railways and Harbours.

The naming ceremony was performed very graciously by Mrs Augusta Schoeman, daughter-in-law of Mr Ben Schoeman, our former Minister of Transport, after whom the tug is named. Mrs 'Gussie' Schoeman stood in for Mr Schoeman's wife Herculina, who was unfortunately unable to attend due to illness.



An illustration of the new tug Ben Schoeman

The tugs will be supplied with a comprehensive range of Marconi Marine equipment, which includes a Transocean transmitter, Atlantic receiver, two 60-channel vhf transceivers, Lodestar direction-finder, Radiolocator 12 radar, a tunable loudhailer, two sets of battery control panels with associated charging units; Viking IV portable loudhailer, Survivor II lifeboat transceiver and three independent telephone talk-back systems.

After work comes pleasure, so they say, and the staff were invited by Mr and Mrs Foster to a dinner on 15th December in the Versailles Room of the Blue Waters Hotel. Those of us who could make it thoroughly enjoyed the good food, service and company.

Durban at the moment is a hive of activity, as it is inundated once more with all the holidaymakers rushing around buying last minute Christmas presents. It was stated in the newspaper that it took one car an hour to get from the middle of West Street to the beachfront on Tuesday, 18th December. Anyone who knows Durban will know that it normally takes, at the most, 10 minutes. The cars were bumper to bumper and most intersections were blocked out. And to cap it all the weatherman presented us with one of the hottest days we've had in a long while and the whole of South Africa sweltered. It is hoped that everyone took it in the spirit of Christmas.

Here's hoping you got what you wished for in your Christmas stocking. See you next issue.

EAST HAM

Contributed by 'Eastender'



Several of the radio officers attached to this office received their long service awards recently. The first of these was Harry Brookfield who was presented with a wristwatch for his 29 years of service. Harry is best known here for his time with Ben Line, and in particular *Benlawers* where he did 23 consecutive voyages.



Radio officer Patrick Mannion, left, received a cheque to purchase a barometer as his long service award: Radio officer Harry Brookfield chose a wristwatch

Our second presentation was to Bob Stewart, also for 29 years' service. Bob will be best remembered for his service in the Admiralty tugs based on Plymouth where he completed 41 voyages on *Roysterer*. Bob also chose a wristwatch as his award as did Tom Ogbourne for his 30 years of service with us in Strick Line. He is currently serving with Esso. Our final presentation was to Patrick Mannion, another well-known Ben Line man, who has spent 21 years of his 29 years' service with us in vessels of that company. Patrick chose a barometer for his award.

We feel sure all their company colleagues will join in congratulating all four and wishing them many years of service from their respective awards.

We would like to thank our many friends in local shipping companies for their cards and good wishes over the Christmas season also we would like to thank Norman Bakewell, deputy marine personnel manager of Palm Line, for the many years of co-operation and assistance received prior to his retirement at the end of 1979. All his friends at East Ham wish Norman a



Radio officer Bob Stewart with his wife on Bob's long service award day



Right: Tom Ogbourne chose a wristwatch as the gift to mark his long service

long and happy retirement. We now welcome our new personnel contact with Palm Line, David Shakespeare.

We also thank all the retired radio officers and shore staff members for their cards including, Cecil Weeks, 'Smiler' Johnson, Charlie Wade, Fred Harrop, Johnny Johnstone and, of course our man in the antipodes, Oscar Ash.

GLASGOW

Contributed by 'Glaswegian'



Edward Cummins, or Ted as he was commonly known here, has retired after 40 years' service with us having joined our sea staff in 1939. Ted was torpedoed off the Donegal coast while serving in the *Harfinden* and bombed on the *Kindersley* followed by various skirmishes during the wartime Atlantic convoys before he came ashore in 1943.

After being entertained to lunch by the area manager, a farewell party was thrown by his friends and colleagues during which Ted was presented with a gift from the company and a gift arranged by his colleagues. We thank Ted for his long and imminently satisfactory service with us and wish him every success in the future.

We also bade farewell to William Hamilton who retired during December. Willie, for many years in charge of our



Solution to the crossword on page 122

test room, was seldom at a loss no matter what faults appeared on various pieces of equipment and was utterly unflappable, a rare virtue in this business. All of us here in Glasgow office wish Willie every happiness and good fortune in his retirement.

James MacDonald, a member of the sea staff, was awarded a suitably inscribed gold wristwatch for having completed over 28 years' service with us. James, naturally, has served on many vessels including *Shantung*, *Ikauna*, *Tabaristan*, *City of Pretoria* and many others. Recently he has been sailing on various vessels owned by our friends, Caledonian MacBrayne. Our area manager George Cockburn had the pleasure of entertaining James and his wife to lunch to celebrate the occasion.

As two retirements have taken place recently we think it opportune to repeat our advertisement directed towards our veterans both from the shore and the sea staffs regarding the coffee mornings held at 10.30am on the first Monday of every month at the Copra coffee shop in Argyll Street. All visitors and new recruits will be made most welcome.

We received a short visit from the illustrious editor of this magazine. Rosemary arrived to unearth the various skeletons from our cupboards in view of a forthcoming article to be based on this office. We trust the various photographs taken during her visit show many of the handsome faces inhabiting the establishment.

The new Glasgow underground rail system has now been officially opened. The system does not work yet but at least we can admire the ticket offices.

Our annual staff luncheon prior to the Christmas break was a great success although we had a number of absences due to the necessity of maintaining our 24-hour service. The lunch was ably organised by our Mary Slater and Sadie Swan and with luck we should have a few photographs for the next issue.

Ted Cummins, left, receives his cheque from George Cockburn, area manager, based at Glasgow



Despite fuel shortages, hurricane force winds, torrential rain and constant threats of snow the New Year holidays are over and we look forward to a hopeful future in the marine business. May we take this opportunity of wishing all our friends a happy and prosperous 1980.



HULL

Contributed by B. K. Hunter

The Marconi Marine Company in Hull once again responded to the annual invitation to attend the British Shipping Officer Cadet Advisory Day at the Hull Nautical College on Wednesday 12th December 1979.

Some 200 young people attended the function, with the majority accompanied by their parents. The industry this year was represented by some 21 companies and their representative advisors. The Marconi Marine equipment display comprised an Apollo receiver, Lodestar III direction-finder, Lifeguard N auto-alarm, Nautilus D radiotelephone, Herald sound reproducing unit and Survivor II portable lifeboat equipment.

Lively interest was shown both in the Marconi Marine stand and the company's recruiting film screened during the proceedings.



Brian Hunter, Hull office, demonstrates the working of an Apollo receiver which was shown on the stand at the Hull Nautical College

LOWESTOFT

Contributed by 'East Anglian'



The first stern trawler built by Richards (Shipbuilders) Ltd for the fleet of Small and Company (Lowestoft) Ltd, has been launched at Great Yarmouth. Named *Suffolk Champion* by Mrs Priscilla Hall, wife of Small and Company's chairman and managing director, Mr T. Hall, the new vessel has been designed with flexibility in mind, being capable of bottom and mid-water fishing and, with her refrigerated seawater tanks, has the best currently available fish preservation system.

Suffolk Champion will be fitted by us with an extensive range of communications equipment, both main, reserve and

vhf, and echosounding/fishfinding equipment including Chromascope K5 and Graphette K, as well as Herald sound reproducing equipment, Minicall II talk-back and an automatic battery charger.

Bob Windmill, of our technical team, has returned to the sea staff and carries with him our best wishes for the future.

Work has commenced on the £690,000 project to deepen Lowestoft harbour. At present the harbour can take ships up to about 2,500 tons and when the work is finished 6,000-ton vessels will be able to use the port.

With gross earnings of £331,621 the stern trawler *Bolby Queen* belonging to Talisman Trawlers Ltd, skippered by Alan Gill, was the top ship in the Lowestoft fishing fleet for 1979, having been runner-up in the previous year. Runner-up for 1979 is a sistership *Barnby Queen*, skippered by Colin Craig, with gross earnings of £320,078 for the year.

LIVERPOOL

Contributed by 'Merseysider'



Trade between the Peoples Republic of China and Merseyside doubled in 1979. In 1978 exports and imports totalled about 60,000 tonnes, but by the beginning of November last year more than 100,000 tonnes had been moved across the quays at Liverpool. Among the exports to China have been heavy machinery, chemicals, iron and steel and fibres, with vessels bringing in manufactured goods including natural fibres and minerals. Representatives of the China Ocean Shipping Company have recently toured the bulk handling and general cargo facilities at Birkenhead, and have also visited operations at Liverpool, including the Royal Seaforth Container Terminal.

The start of the Canary Island fruit season got under way with nearly 1,000 tonnes of tomatoes being unloaded at Liverpool in November. The fruit is then transported by road to various markets including those at Glasgow, Newcastle and Birmingham.



George Hayward of Manchester sub-office with his long service award which was presented by Fred Newell, Liverpool manager, and reported in Liverpool's notes in the last issue

One of our important customers, Alexandra Towing Co Ltd, has lately built up its diversification into the air, and has now taken over Euroair Transport Ltd, at Biggin Hill. Alexandra Aviation Ltd, started a service organisation for its own operations, and it has now expanded and will be flying five twin-engined aircraft, with a sixth due to enter service in January. Its latest fleet addition is a dual purpose passenger-cargo plane, the Cessna Titan Courier.

The National Coal Board has concluded an agreement with the British Transport Docks Board for the development of a £1.25 million coal shipping terminal at the Merseyside port of Garston. The facility will be able to stock 12,000 tonnes of coal on the quayside.

Our sales manager, Roger King, and his wife Julia, were delivered with their first child, Vanessa Louise, on 31st October. We understand that so far Vanessa is proving to be a model baby and there are not too many sleepless nights in the King household.



Radio officer J. Walsh and his wife with Liverpool manager Fred Newell during Mr Walsh's long service award presentation held in Liverpool office on 16th November

On a more sombre note, we have to report the death of one of our local trawler radio officers, Noble 'Toby' Hird. 'Toby' died suddenly at Falmouth where he was working for a Fleetwood trawler firm. Mr Hird collapsed in his hotel. Known as 'Toby' to all his many friends in the fishing industry, he started as a radio operator at the age of 16 in the merchant service during the war. Much of this time he was based in Gibraltar, where he learned to speak Spanish. This proved a welcome qualification for his latest assignment to J. Marr, who maintain radio contact with factory ships off the Cornish coast which employ Spanish-speaking Canary Islanders.

An employee of Marconi Marine for 30 years, his death will be a sad loss to all his friends and colleagues. His funeral was attended by Mr Fred Newell, manager, Liverpool, and Mr L. Sewart. Our heartfelt sympathies go out to Marjorie his widow, son Nigel and daughter Carolyn.

We also have to report the death of Mr Jack O'Brien, our manager in Dublin before he retired. Jack had been in hospital locally for about three weeks, and our manager, Mr Newell, had been visiting him. It therefore came as a great shock to all at Liverpool office to hear that Jack had passed away. The company was represented at the funeral by Mr Newell, Mr B. Whittaker, manager, Eire, Mr Greenfield and Mr Porter of Liverpool office. The B+I Line, with whom Jack was associated during his work in Dublin, was represented by Captain John Devaney, Commodore Gerald Barry and Captain Archie Jones.

Many of you may remember Liverpool office as a place where you were either freezing or boiling hot. You will now be pleased to know that the temperature in this office is on a more even keel due to extensive modifications to the boiler system and the fitting of thermostatic valves on all the radiators.

Any radio officers visiting Liverpool office using their own cars should bring padlock and chain so as to be able to attach it to a lamp post. We have to report that there have been several stolen cars, including those of our METs Stan McNally

and Julian Dunne. Fortunately, both these gentlemen had their cars returned to them without damage, although in the case of Mr McNally his walkie-talkie equipment was stolen from the car.

These will be our first notes of the new decade and so we will just finish by wishing everybody happy 1980s.

NEWCASTLE

Contributed by 'WP'



These being the first notes for the new decade, may we wish everyone a good 1980.

Now that the holidays are over, things are beginning to move again. The shipyards, in keeping with many other industries, closed down completely for the holiday period. However, other shipping and the repair yards operated normally except for the actual holidays so that work continued on refits and repairs with one rush radar fitting between Christmas and the New Year on the *Dryburgh* where a Radiolocator was fitted between Thursday 27th and Saturday 29th December.

Our staff have now recovered from the festivities which began with the staff luncheon on 21st December. This was an occasion enjoyed by all who participated – some staff being unavoidably absent.

On the social side, we had the pleasure of presenting Mr Mattie Cunningham with his long service award – for 28 years' service with Marconi Marine. Mattie decided on a wristwatch. The presentation was made by Bill Phelan. Mrs Cunningham was presented with a bouquet of flowers. After the presentation Mr and Mrs Cunningham were entertained to luncheon on behalf of the company.

At the end of December we said goodbye to Mrs Sally Lawson, secretary, who left us to prepare for a 'happy event'. Sally was presented with a pushchair and cot blankets by the staff. All our good wishes go with her.

While on such a domestic note our congratulations to Mike Kavanagh on becoming a grandfather – his daughter presenting him with a grandson on Friday 4th January.

Congratulations also to Jimmy Hegarty whose wife presented him with a son on 6th January. Mother and son are going fine, Jimmy is recovering.

Finally, we had a visit from retired radio officer Vic Lothian just before Christmas. Vic is keeping fit and well and tells us he won the Veterans' Golf Cup for 1979 at the Morpeth Golf Club, Northumberland. Maybe there is something in this retiring business after all.

SINGAPORE

Contributed by 'Dee Elgy'



The festive season has again come and gone and we hope all our readers had an enjoyable time. We hope too that the next decade will be a happy, prosperous and peaceful one. We in Singapore are now looking forward to the lunar New Year festival which falls on 16th February.

Our senior technician Thomas Vergis recently returned to Singapore from a holiday in Kerala, India, and apart from the usual digestive malfunctions we understand that he enjoyed his vacation.

At the time of writing these notes our chief clerk/cashier Alfonso George is also on holiday in India and what with staff being on sick leave and annual leave our accounts department is sadly depleted at the moment.

We are very pleased to note that our service manager, Mr A. S. Vincent, has resumed light office duties after quite a long period in hospital. We understand that he will probably return to hospital later in the New Year for further treatment and through these notes we wish him the best of luck and a speedy return to good health.

Among the visitors to Singapore in recent weeks have been Mr Kenneth Henderson of Ministry of Defence (Navy) who was attending a fleet deployment in this area; Mr Derek Ede of Shell Tankers (UK) Ltd who had been on evaluation trials of equipment on the vessel *Genota* during passage from Japan to Brunei, and Mr Andreassen of Radio Holland.

New installations recently completed by this office include a Radiolocator 12 radar on the vessel *Agate*, a Seahorse with remote digital display, the completion of a Radiolocator installation commenced at Antwerp and a major overhaul of all electronic equipment on the vessel *Scotspark*.

During the festive season Singapore regional office staff held the usual Christmas party in the technicians' room. Unfortunately, due to pressure of work, the majority of technicians were not able to be present, however we can categorically state that no refreshment remained at the conclusion of the party.

Finally, we should like to wish all our readers *Kong Hee Fatt Choy*.

SOUTHAMPTON

Contributed by Mel Plaw



At the end of 1979 we said a fond farewell to our storekeeper Joe Fry who joined the company in July 1946, since when he has given long and faithful service. He will be missed by the technical staff who relied upon him to come up with the right account number for those items of spare parts not listed in the technical manuals. A suitable card, together with a sum of money was presented to Joe from all the staff with our best wishes for a long and happy retirement.

Congratulations go to three of our technical staff, Roger Hasling, Hugh Slavin and Geoff Roberts on their New Year's promotion to MEE.

Christmas greetings were received from former staff members Bob Dennis and Brian Holmes. Keith Denham was in contact with Ted Bryan, who was reported to be in good spirits and enjoying his retirement.

Pat Hurley, looking fit and well, paid us a visit early in January en route to a vessel at Fawley.

We are pleased to report that there has been a busy start to the 1980s, which we hope will continue throughout this new decade.

Will contributors please note that material for possible inclusion in the next issue of *Mariner* should be with the editor by Tuesday 4th March

MARCONI MARINE radio and electronics officers' appointments

Aherne, J. G.	<i>Loch Maree</i>	Carty, J. F.	<i>Texaco Rome</i>
Ainsworth, S. A.	<i>Buffalo</i>	Cassidy, G. C. O.	<i>Mazatec</i>
Allen, J.	<i>Crestbank</i>	Catherall, I. K.	<i>Laurentian Forest</i>
Allison, T. M.	<i>Venture Oklahoma</i>	Catterall, D. J.	<i>Cloverbank</i>
Anderson, J. F. G.	<i>Besegen</i>	Chadwick, P. G.	<i>Mobil Eagle</i>
Appelbe, F. C.	<i>Grey Fighter</i>	Charlton, I. M.	<i>Claymore</i>
Auld, G. O.	<i>Calabria</i>	Cherry, H. M. S.	<i>Esso Ulidia</i>
Baldwin, J.	<i>Gomba Challenge</i>	Christou, J.	<i>Begonia</i>
Ball, K. P.	<i>Ibn Zaidoun</i>	Clarkson, M. P.	<i>Cirolana</i>
Barnes, E.	<i>Texaco Southampton</i>	Clay, A. J.	<i>Mobil Eagle</i>
Barnes, I. W.	<i>Mobil Falcon</i>	Clery, P. J.	<i>Magdalena</i>
Bassford, H. R.	<i>Beaverbank</i>	Cockburn, G.	<i>Texaco London</i>
Baty, R.	<i>Finnrose</i>	Cope, A. G.	<i>Texaco Gloucester</i>
Bavis, T. J.	<i>Scotstoun</i>	Coughlan, G. P.	<i>Vancouver Forest</i>
Beattie, T.	<i>Ravensraig</i>	Cowan, J. R.	<i>Tiger</i>
Beckett, J. F.	<i>Al Jabiriah</i>	Critchley, A. F.	<i>Mobil Condor</i>
Behan, P. J.	<i>St Killian</i>	Crockett, J. R.	<i>Benavon</i>
Beirne, M. J.	<i>Texaco Liverpool</i>	Crothers, G. P.	<i>Federal Clyde</i>
Beman, J. S. P.	<i>Lion</i>	Cumming, W.	<i>Apapa Palm</i>
Bergin, C. M.	<i>Irish Maple</i>	Curran, F. J.	<i>Bencruachan</i>
Beverley, W.	<i>Rudby</i>	Curran, M. H.	<i>Suilven</i>
Beverstock, C. P.	<i>Rondeggen</i>	Cuthbert, N. P.	<i>Tiger</i>
Binnie, P. J.	<i>Starbay</i>	Dalton, V.	<i>Wicklow</i>
Bint, T. E.	<i>Lion</i>	Daly, J. J.	<i>Bennevis</i>
Birt, P.	<i>Lion</i>	Darwen, K.	<i>Shirrabank</i>
Blackmore, S. R.	<i>Texaco Singapore</i>	Davies, J. I.	<i>Wanderer</i>
Blane, J. E.	<i>Manchester Renown</i>	Davies, P. M.	<i>Hijaz</i>
Blunn, P. R.	<i>Al Mansouriah</i>	Davy, A. J.	<i>Leinster</i>
Body, P.	<i>Loch Lomond</i>	Degnan, J.	<i>Esso Severn</i>
Bolton, I.	<i>Texaco Rochester</i>	Donachie, J.	<i>Tarring</i>
Booth, J. D.	<i>Esso Demetia</i>	Donaldson, B.	<i>Trongate</i>
Borrett, J. A.	<i>Mobil Pinnacle</i>	Doyle, W. C.	<i>Dundalk</i>
Bourke, P. J.	<i>Laurentic</i>	Drinkwater, S. J.	<i>Venture Canada</i>
Bradshaw, D. M.	<i>Nordic Louisiana</i>	Dunne, J.	<i>Union Melbourne</i>
Brady, H. J.	<i>Adviser</i>	Dunniece, B. J.	<i>Mayfield</i>
Breen, J.	<i>City of London</i>	Earle, R. C.	<i>Mobil Refiner</i>
Breeze, M. K.	<i>Norsky</i>	Elliot, M. P.	<i>Magician</i>
Brettingham, C. R.	<i>Narnian Sea</i>	Elmer, D. J.	<i>Roland Atlantic</i>
Broadly, S. O. J.	<i>Craftsman</i>	Emmett, A. C.	<i>Riverina</i>
Brogan, J. A.	<i>Kingsnorth Fisher</i>	Evans, G. A.	<i>Mobil Acme</i>
Bromham, R. R.	<i>Stonegate</i>	Fallon, S.	<i>Ajama</i>
Brookfield, H. E.	<i>Benvorlich</i>	Finnigan, B.	<i>Fleetbank</i>
Brooks, J. M.	<i>Venture Europe</i>	Flannery, S. J.	<i>Ibn Hazm</i>
Brown, D. E.	<i>Seatrain Saratoga</i>	Forster, I. R.	<i>Petrogas One</i>
Brown, J. M.	<i>Sunbrayton</i>	Fortune, T.	<i>Benrinnes</i>
Brown, W. W.	<i>Al Sabahiah</i>	Foulkes, P.	<i>Zealandic</i>
Browne, T. J.	<i>Astronomer</i>	Francis, I. R.	<i>Matco Avon</i>
Bunting, D. W.	<i>Meadowbank</i>	Garrett, M. M.	<i>Surrey</i>
Burke, J.	<i>Streambank</i>	Garry, P. P.	<i>Scotspark</i>
Byrne, J. C.	<i>Irish Rowan</i>	Geoghegan, D. W.	<i>Texaco Ghent</i>
Byrne, R. M.	<i>Burmah Pearl</i>	Godden, W. D.	<i>Grey Warrior</i>
Byrne, T. B.	<i>Al Dhafrah</i>	Golson, P. G.	<i>Seatrain Bennington</i>
Cagney, P. V.	<i>Texaco Spain</i>	Gordon, A. J.	<i>Benalder</i>
Cairns, R. A.	<i>Al Kadisiah</i>	Gosling, A. L.	<i>Ibn Rushd</i>
Campbell, A. E.	<i>Tipperary</i>	Gregan, E. G.	<i>Laganbank</i>
Campbell, R. D.	<i>Esso Inverness</i>	Grey, R. A.	<i>Australind</i>
Campbell, W. B.	<i>Esso Clyde</i>	Grieger, P. M.	<i>Lion</i>
Campbell, W. J. M.	<i>Benhope</i>	Guiry, F. F.	<i>Armadale</i>

Hallam, J. S.	<i>Kayeson</i>	MacLaclainn, F.	<i>Al Omariah</i>
Hands, J.	<i>Ulster Queen</i>	Maguire, J. P.	<i>Clydebank</i>
Hannon, P. S. G.	<i>Grey Hunter</i>	Mamo, R.	<i>Glenpark</i>
Hardie, T. W.	<i>Thirlby</i>	Manson, D.	<i>Cast Orca</i>
Harding, S.	<i>Battersea</i>	Marsden, A. G.	<i>Bison</i>
Hardy, R. B.	<i>Mobil Petroleum</i>	Marshall, N. P.	<i>Buffalo</i>
Harle, E. W.	<i>Matco Thames</i>	Maskell, B. R. A.	<i>TFL Reward</i>
Harrison, W. E.	<i>TFL Reward</i>	Mason, J. P.	<i>Esso Humber</i>
Hartley, J.	<i>Manchester Crusade</i>	Mayall, D. S.	<i>Andros</i>
Hawkridge, C. J. D.	<i>Astronomer</i>	McAleer, M. C.	<i>Irish Maple</i>
Hayes, W. E.	<i>Lindenhall</i>	McCallum, G.	<i>Texaco Norway</i>
Healey, M. J.	<i>Al Farwaniah</i>	McCartney, R.	<i>Benvalla</i>
Higgins, P. T.	<i>Ikeja Palm</i>	McCarthy, J. J.	<i>Irish Cedar</i>
Hogan, M. J.	<i>Mandril</i>	McCombe, J. A. C.	<i>Ardenhall</i>
Hogg, R. J.	<i>Benstac</i>	McFaul, A.	<i>Esso Aberdeen</i>
Holness, B.	<i>Esso Hibernia</i>	McGill, P. J.	<i>Cast Petrel</i>
Huer, W. H.	<i>Mobil Marketeer</i>	McGuckin, F.	<i>Capulet</i>
Hughes, H. B.	<i>Sachem</i>	McKendry, J.	<i>Corabank</i>
Hughes, W.	<i>Irish Larch</i>	McMahon, P. E.	<i>Shabonee</i>
Hurley, D. J.	<i>Esso Penzance</i>	McNeilly, C. D.	<i>Texaco Greenwich</i>
Hurley, P. J.	<i>Cast Seal</i>	McRory, J.	<i>Manchester Zeal</i>
Hynes, J. A.	<i>Avon Forest</i>	Mills, R. R.	<i>Roebuck</i>
Jackson, D. H.	<i>Esso Cardiff</i>	Milner, R.	<i>Cicero</i>
Jenkins, R. D.	<i>Norwave</i>	Moore, S.	<i>Aberthan Fisher</i>
Johnson, P. J.	<i>Marseille</i>	Morgan, I.	<i>Esso Warwickshire</i>
Jones, F. C.	<i>Venture Europe</i>	Morrissey, J. A.	<i>Burmah Peridot</i>
Jones, J. E. S.	<i>Ibex</i>	Mounter, P. B.	<i>Cast Beaver</i>
Jordan, P.	<i>Tiger</i>	Mullan, W. D.	<i>Oroya</i>
Joyce, J. P.	<i>Al Salemiah</i>	Munnely, J. P.	<i>Jilfar</i>
Kane, J. C.	<i>Deseado</i>	Munroe, J. M.	<i>Benalder</i>
Keeble, C. L.	<i>Texaco Wellington</i>	Murphy, J. P.	<i>City of Hull</i>
Kelly, J. C.	<i>Al Khalidiah</i>	Murphy, P. T.	<i>Advara</i>
Kelly, P. J.	<i>Egidia</i>	Murphy, S.	<i>Barranca</i>
Keohane, D.	<i>Riverbank</i>	Murray, D. J.	<i>Benrinnis</i>
Kettlewell, C. R.	<i>Mobil Magnolia</i>	Mutch, R. J.	<i>Hijaz</i>
Kiddle, J. W.	<i>Mobil Raven</i>	Myhill, H. J.	<i>Sipca Damman</i>
Kilbane, P. J.	<i>Texaco Plymouth</i>	Neve, P.	<i>Tipperary</i>
Killilea, B. F.	<i>Andros</i>	Newcombe, A. A.	<i>Sipca Jeddah</i>
Kirkwood, S. J.	<i>City of Durban</i>	Newman, J.	<i>Cliff Quay</i>
Kirkwood, S. L.	<i>Wellpark</i>	North, C. P.	<i>Fletching</i>
Krause, W.	<i>Norland</i>	O'Brien, D. J.	<i>Inventor</i>
Kucharski, T. S. C.	<i>Ivybank</i>	O'Callaghan, F.	<i>Innisfallen</i>
Kumi, A. C.	<i>Cast Gull</i>	O'Callaghan, P.	<i>Esso Purfleet</i>
Lafond, J. C. A.	<i>Lindfield</i>	O'Carroll, L. C.	<i>Irish Oak</i>
Lancashire, K. F.	<i>Tor Caledonia</i>	O'Connell, T. P.	<i>Mobil Hawk</i>
Langley, C. A.	<i>Welsh Troubadour</i>	Ogbourne, T. D.	<i>Esso Milford Haven</i>
Langley, D. H.	<i>Al Solaibiah</i>	O'Grady, M. F.	<i>Conon Forest</i>
Latter-Stapley, P.	<i>Esso Tenby</i>	O'Hara, T. L. B.	<i>Stolt Lion</i>
Lavin, M. F.	<i>Desdemona</i>	O'Malley, M. S.	<i>Irish Pine</i>
Lavender, B. J.	<i>Norland</i>	O'Neill, T.	<i>Texaco Singapore</i>
Lavery, C. L.	<i>Al Odailiah</i>	O'Regan, M. K.	<i>Texaco Bombay</i>
Lawson, S.	<i>Venture Canada</i>	O'Reilly, C.	<i>Al Shidadiah</i>
Lawson, T. W.	<i>Merzario Hispania</i>	O'Shea, D. J.	<i>Stena Shipper</i>
Laybourn, D.	<i>Thamesfield</i>	O'Shea, P. J.	<i>Benefactor</i>
Leatham, R.	<i>Specialist</i>	O'Sullivan, C. S.	<i>Irish Oak</i>
Lee, R. C.	<i>Al Aridhiah</i>	O'Sullivan, E.	<i>Dunstanburgh Castle</i>
Lee, T.	<i>Esso Dalriada</i>	O'Sullivan, L. V.	<i>Reynolds</i>
Lemon, G. R. C.	<i>Bendearg</i>	O'Toole, P. D.	<i>Lady of Mann</i>
Lintzgy, P. V. G.	<i>Texaco Sweden</i>	Palmer, R. P.	<i>Nessbank</i>
Lovell, N. J.	<i>Ixia</i>	Patel, R. N.	<i>Ibn Majid</i>
Loynd, P.	<i>Satucket</i>	Paterson, W.	<i>Benavon</i>
Lucey, J. J.	<i>City of Edinburgh</i>	Pearson, G. R.	<i>Cast Otter</i>
Lynn, R. A. M.	<i>Manzanares</i>	Pearson, T. F.	<i>Esso York</i>
Lyons, P. G.	<i>Historian</i>	Percival, J. C.	<i>Manchester Renown</i>
Macartney, W. C.	<i>Oropesa</i>	Phillips, J. M.	<i>Benarty</i>
MacDonald, J. S. S.	<i>Hebrides</i>	Phipp, J. N.	<i>Firbank</i>
MacInnes, D. J.	<i>Cedarbank</i>	Porter, J. A.	<i>Dalma</i>
MacKay, R. L.	<i>Marseille</i>	Power, M. D.	<i>St Patrick</i>

Price, R. V.	<i>Manchester Vigour</i>	Sugden, D. M.	<i>Esso Northumbria</i>
Prynn, B. C.	<i>Mobil Producer</i>	Sutton, T. V.	<i>Lackenby</i>
Rattray, T. J.	<i>Connacht</i>	Tait, C. J. M.	<i>Venture Britannia</i>
Ray, A. K.	<i>Moraybank</i>	Taylor, D.	<i>Discovery</i>
Reader, J.	<i>Leinster</i>	Taylor, P.	<i>Ulster Prince</i>
Redding, J. V.	<i>Arlington</i>	Thompson, J. A.	<i>Eucadia</i>
Regan, P. J.	<i>Advara</i>	Thomson, A. I.	<i>Linguist</i>
Robinson, C. T.	<i>Ravenswood</i>	Thomson, W.	<i>Clansman</i>
Robinson, G. M.	<i>Texaco Gt Britain</i>	Tourtel, R. R.	<i>Matadi Palm</i>
Robinson, L. C.	<i>Tiger</i>	Treacy, M. A.	<i>City of Edinburgh</i>
Robinson, P. J.	<i>Tor Nerlandia</i>	Turnbull, J.	<i>Imparca Express</i>
Rowe, P. J.	<i>Esso Scotia</i>	Turner, A. G.	<i>Esso Cambria</i>
Sadler, R.	<i>Roscastle</i>	Turner, J. E.	<i>Fenbank</i>
Sams, J. E. B.	<i>Zinnia</i>	Tyrrell, G. C.	<i>Jevington</i>
Sanger, D. K.	<i>Sir William Walker</i>	Wallace, D. E.	<i>St Clair</i>
Sheehan, J.	<i>City of Liverpool</i>	Wallington, P. J.	<i>Dunelmia</i>
Sheehy, M. R. W.	<i>Mobil Acme</i>	Walsh, C.	<i>Al Qasim</i>
Simon, D. C.	<i>Lagos Palm</i>	Walsh, K. M.	<i>Benavon</i>
Skuse, R. P.	<i>Mobil Energy</i>	Watchorn, N. C.	<i>Tor Felicia</i>
Slack, R. M.	<i>Texaco Rotterdam</i>	Webster, A. I.	<i>Badagry Palm</i>
Smith, R.	<i>Birchbank</i>	Westcott, W. P.	<i>Bamenda Palm</i>
Smith, S. G.	<i>Texaco Melbourne</i>	Whittaker, K.	<i>Windsor Lion</i>
Smith, T. A.	<i>Al Guraniah</i>	Whittle, P.	<i>Warrior</i>
Sparkes, H. G.	<i>Benefactor</i>	Williams, D. O.	<i>Sir John Snell</i>
Stevens, R. J.	<i>Texaco Brussels</i>	Willox, W. A.	<i>Saucon</i>
Stewart, C. D.	<i>Esso Fawley</i>	Wilson, I.	<i>Stonepool</i>
Stewart, R.	<i>Typhoon</i>	Wilson, P.	<i>Cast Dolphin</i>
Stewart, R. E.	<i>Tor Gothia</i>	Woodley, K. S.	<i>Texaco Cardiff</i>
Stickland, P. N. A.	<i>Roland Pacific</i>	Woodman, J. A.	<i>Trinculo</i>
Stirling, W. F.	<i>Keelung</i>	Wright, D. B.	<i>Forthbank</i>
Strickland, T. F.	<i>Esso Caledonia</i>		

Officers on leave

EAST HAM

Adams, W. W.
Airey, C. M.
Amick, G. R.
Andrew, J. W.
Archer, P. A.
Arnold, R. M.
Bailey, T. J.
Baker, J. G. L.
Ballaam, R. G. A.
Barlow, D. N.
Barnard, P. G.
Barratt, P. A.
Barry, J. W.
Bennett, R. E.
Benstead, S. J.
Beresford, N. W.
Bowler, M. P.
Braxton, P. A.
Brennan, M. A. J.
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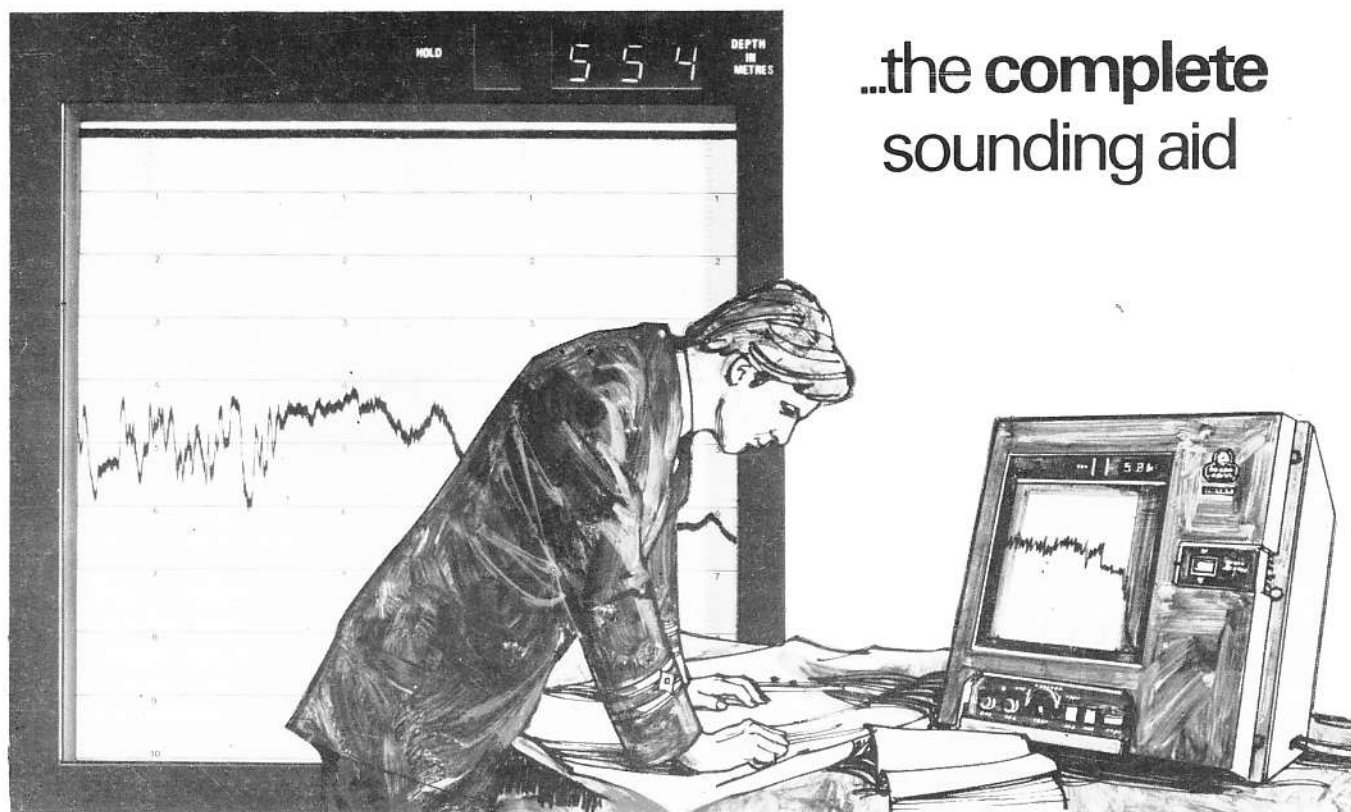
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