







# THE PORT OF GLASGOW

THE CLYDE NAVIGATION TRUST  
16, ROBERTSON STREET,  
GLASGOW, C. 2

JOHN WILSON, General Manager and Secretary

Tel.: Central 2695

# GLASGOW AND THE CLYDE

## Improvement in Traffic Not Maintained

By Our Special  
Correspondent

In many respects normal conditions have now returned to the Clyde, following the strenuous days of the war. A good deal of surprise has been caused by the apparent ease with which the transition has been effected. Holidaymakers, for example, have been fully catered for in the matter of river steamer service, a normal fleet being once again in operation. Yachting has also been resumed over the usual courses of the Firth, despite the difficulty of fitting out in the busily employed boat building yards.

Conditions are disappointing in one fundamental respect, however. Early in the past quarter shipping traffic showed some expansion, but since then has fallen off again, and the position is giving rise to concern. It is, of course, in marked contrast to the activity prevailing during the war years and, therefore, all the more noticeable. Nevertheless, the slowing down is hardly surprising in view of the country's limited importing capacity, a position which should now be remedied with the passing of the American loan.

Local producers have been contributing a full quota to the export total, but it is a cause of some complaint in shipping circles that an unduly large proportion has been sent overland for shipment at other ports. This practice should cease when imports increase—as they must do if the export drive is to be sustained—so that the outlook is not entirely unfavourable. Pre-war shipping services are from time to time being resumed, the latest being that of the Whimster Line on a cargo- and fruit-carrying service from the Mediterranean.

### Dock Labour

The falling off in traffic is naturally creating problems in the operation of the dock labour pool scheme, which replaced the "casual" system early in the war, and discussions are now taking place to consider both the future price of labour and the method of financing the costs involved. At present dock labour in Glasgow and Greenock (as on Merseyside) is employed by the Ministry of Transport, Mr. John Wilson, general manager and secretary of the Clyde Navigation Trust, being Regional Port Director; and in view of the decision to nationalise the dock and harbour undertakings, this position is not likely to be altered. The existing uncertainty on the whole question of transfer of the undertakings is far from helpful, and locally there are strong views that the recommendations of the Clyde Estuary Committee should be acted upon, so that the future navigational trade of the region could be more definitely assured.

A notable event in the affairs of the Clyde Trust during the quarter was the election of a new chairman, following the death of Mr. William Cuthbert. Mr. James Leggat, deputy chairman since 1941, was unanimously appointed, thus indicating the confidence that, despite the difficulties and changes which lie ahead, he will fully uphold the high achievement of the office. In accepting office, Mr. Leggat emphasised that the trustees must be unceasing in their efforts to maintain and if possible improve still further the efficiency and equipment of the Port of Glasgow.

The names of Mr. Barclay Hogarth and Sir Patrick Dollan were submitted for the post of deputy chairman, and on a division the former was elected. Mr. Hogarth, who is, of course, a member of the well-known shipping firm of Messrs. Hugh Hogarth & Sons, has been a trustee since 1933, and some time

ago was appointed chairman of the executive committee of the Clyde Pilotage Authority.

### Road Communications

Discussions between the Clyde Trust and Glasgow Corporation have revealed some difference of views on the question of new communication routes. The Clyde Valley Regional Planning Committee, of which Sir Patrick Abercrombie is consultant, suggested that to serve regional requirements a road tunnel under the Clyde should be constructed west of the city boundary, and in view of this suggestion Corporation proposals to develop industrial estates have not in the meantime been sanctioned by the Secretary of State.

In agreeing to deferment, the Corporation urge the opinion that there is greater need for a tunnel from Whiteinch to Linthouse, as proposed by the City Engineer, to relieve traffic congestion within the city area. Discussions between the Clyde Trust and the Corporation have revealed that the former raise no objection to the Whiteinch proposal, providing the tunnel is built at an approved depth. They object, however, to a further proposal for a quay-level bridge at Kingston Dock, which would exclude from effective use important coastwise berthage in the dock and on the riverside eastwards.

### Cargo Handling

The Clyde Trust have signified approval of a scheme for providing facilities for more rapid handling of cargo, especially iron ore, at General Terminus Quay, mooted before the war and held in abeyance during it. This plan has been prepared by the London Midland & Scottish Railway Company and the ironmasters, and envisages berthage for two ships instead of one at the quay. It was strongly recommended by the Clyde Estuary Committee, but has tended to be delayed further recently by the Government's nationalisation proposals, especially for the iron and steel industry.

Another recommendation of the Estuary Committee was that with the necessary safeguards against pollution the war-constructed harbour at Faslane, in the Gareloch, might be made available for shipbreaking. Negotiations have now been concluded with Metal Industries, Ltd., who are taking over the port this week. They plan to use it as the main base for their marine salvage, towage and shipbreaking business. The company has already acquired the 32,000-ton floating dock which has been moored off Rosneath Point for several years. It is anticipated that the new industry which will be brought to Faslane will provide employment for about 1500 men, drawn mainly from the Clyde area.

The naval base at Greenock, which along with the Clyde as a whole constituted No. 1 Base for the British Empire during the war, closed down at the beginning of this month, and thus came to an end an era never surpassed in importance in the history of the river. Its significance now needs no emphasis, and it is sufficient to say that the area administered by the Greenock base extended from the Mull of Galloway to Cape Wrath, and included Stranraer, Ardrossan, Lamlash, Campbeltown, Oban, Loch Aish, Aultbea and Stornoway. More frequently than in any other region it harboured armadas of ships larger than previously marshalled anywhere, and was the focal point of

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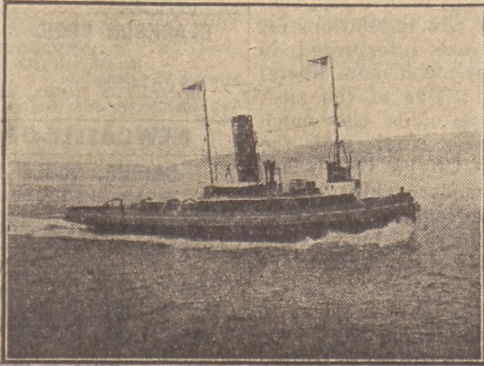
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### Great Assembly of Ships

The greatest assembly on record took place fully a month after the North African landing, when no fewer than 274 merchant ships, with a gross tonnage of 1,360,000, were anchored inside the waters enclosed by the boom between Dunoon and the Clach Lighthouse. Incidentally, American recognition of the valuable services performed by officials and personnel of the Clyde ports was expressed a week or two ago, when Lieut.-General John H. Lee, commanding officer of the American Supply Services in Europe, came north for that purpose. Another expression of the same appreciation was the conferring recently by General Lee of the American Medal of Freedom with Silver Palm upon Mr. Thomas Macpherson, M.P., who was, of course, Regional Port Director for Scotland during the greater period of the war.

The change from war to peace conditions has, *inter alia*, affected production at the Royal Naval Torpedo Factory at Greenock, and some time ago numbers of workers were dismissed. In some respects, however, employment is not too good locally, and in response to representations it has been decided to undertake commercial work in the factory, and also, incidentally, in that at Alexandria, under Admiralty control. The work is mainly in the field of light engineering, and not only will further threatened dismissals be avoided but a number of men who had been dismissed as redundant will be taken back into employment.

The coal position locally continues to give rise to a good deal of disquiet. Normally coal traffic accounted for an important part of the shipping activity at several of the Glasgow Docks, especially Rothersay Dock, and its virtual absence today accentuates the reduced volume of trade, due to the causes mentioned above. The outlook does not seem very bright. Apart from the general influences affecting coal production, there is the fact that Lanarkshire has entered upon a phase of declining output owing to the exhaustion of coal seams; and while, given favourable conditions, a certain volume of shipments would be possible, it can never reach the proportions which were usual in past years.

### The Future of Coal

Scotland's main coal developments in the future will lie in the east country, Fife especially. The Ayrshire field will, of course, assist in redressing the balance in the west, and it is also the case that new developments here are not altogether lacking. A new colliery, for example, which in five years will produce 1000 tons a day and have a life of 200 years has recently been opened at Machrihanish, near Campbeltown, and there are other local developments which add up to a considerable prospective output total. Meanwhile, not only is shipping business in coal almost at a standstill, except on a "directed" basis, but there are strong apprehensions that industrial production may be adversely affected in the coming months if coal supplies fail to improve.

Not for many years have iron and steel producers carried such a bulk of commercial orders as they do now. There is a world famine in steel for purposes of overtaking arrears of plant maintenance, for new development and for reconstruction, and with capacity in various European countries much reduced by the ravages of war it will be some years before the demand can be overtaken.

From the immediate point of view it has been considered politic for this country to export as much raw steel as possible so as to satisfy old customers and add to the volume of total exports. With the home demand pressing for supplies for urgent needs, however, this policy has been modified to some extent now that the American Loan Agreement has been concluded. As a result the shipments of plates, sections and

bars and other steel materials are being curtailed in the second half of this year.

One immediate need at home is housing, and material for this purpose is being diverted to the inland market. As a result of this and of a wide demand for other outlets, black and galvanised sheetmakers are fully booked for many months to come. Apart from the need to provide for home requirements, it is in any case better policy to sell manufactures abroad rather than raw steel, since these combine craftsmanship with material and therefore produce higher revenue to swell the country's income derived from overseas. A wide variety of industry locally is helped by this procedure, including, in addition to shipbuilding, locomotive building, power plant production, machine tool making, sugar machinery making, and general engineering of miscellaneous types, of which several are at present in course of development and expansion in the West of Scotland.

### Factory Development

Much general factory development is also in progress in Scotland, and in addition to those works previously reported as initiated with the encouragement of the Board of Trade under the location of industry scheme, it has recently been announced that Boots Pure Drug Company, Ltd., are laying down a new factory on a site of 100 acres at Airdrie. Altogether, projects now approved for Scottish Development by the Government will eventually provide employment for 54,000 workers, apart from the ambitious programme in hand by Scottish Industrial Estates which will absorb some 88,000 men and women workers. At present some 60 per cent. of this programme is either completed or under construction, and this part will provide work for some 53,000 people.

There remains to record a strong demand for factory accommodation, and the above developments and others in contemplation will go a long way to broaden the country's industrial base. All this will lessen the dependence of Scotland on the staple trades, which dependence in the past has been responsible for unduly marked fluctuations in the employment position.

### "ENTERPRISE FIRST"

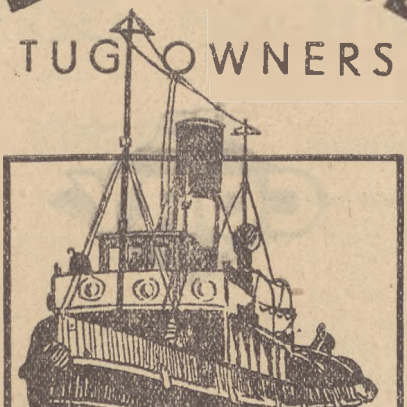
The relationship between the State and industry in Great Britain, with particular reference to private enterprise, is discussed in "Enterprise First" (W. Wallace, Longmans, Green & Co., Ltd., 8s. 6d. net). The work was written during the period of 1941-45, and the author states that he has gained experience both of the working of the civil service and of industry, having been a business executive and a one-time director at the Ministry of Food. He considers that, although the sphere of the State must inevitably be greatly increased, yet the efficiency of British industry depends upon the maximum employment of initiative, drive and enterprise, which able and gifted individuals can be induced to supply. Organisation by itself will produce decay, but right persons following the right policy will produce a suitable organisation. Our main need in the economic sphere is enterprise; we must discover by what combination of public and private enterprise we can secure the greatest common good. In the economic field, if means calculated to secure efficiency and enterprise can be best achieved by public enterprise, let us accept this, the author suggests. But the wider the influence of the State, the greater the difficulty in practice of securing full freedom, he believes. With widespread nationalisation, it becomes more difficult to avoid some degree of regimentation interfering with freedom of association, and the accompanying standardisation leads to the removal of all incentive to creative ability.

### THE GAUGE AND TOOL MAKERS' ASSOCIATION

Arrangements are proceeding for a party of directors and export managers of firms in the Gauge and Tool Makers' Association to visit the International Fair in Prague, Czechoslovakia, next month. They will depart from London on Sept. 14, and arrive in Prague on Sept. 17, returning to Croydon by air on Sept. 21. The Association party will be received by officials of the British Embassy in Prague, and will be given a reception by the director and organisers of the International Fair.

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1 GRAVESEND AR Prins Bernhard, Aug 13 Grimsby...

INVERNESS 3

ABERDEEN AR Storfors, Aug 12 Skoghall ABROATH SD...

STAVANGER 4

Trollhaug, Aug 14 Sauda for Aarhus (put back)...

KOTKA 5

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SHIPS IN PORT

Main shipping schedule table with columns for port of origin (e.g., KARACHI, SHANGHAI, MONTEVIDEO, CORPUS CHRISTI, BOSTON, LONDON-IN DOCK, LONDON-IN THE RIVER, AMERICA, WEST INDIES, PACIFIC COAST, S. AMERICA, AFRICA, MERSEY-IN PORT) and ship names.

LONDON-IN DOCK

LONDON-IN THE RIVER

AMERICA

WEST INDIES

PACIFIC COAST

S. AMERICA

AFRICA

MERSEY-IN PORT

(Continued on page 10)





COASTWISE & HOME TRADE MOVEMENTS

Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and dates. Includes entries for LONDON, EXETER, EASTHAM, etc.

C6 C7

Table with columns C6, C7 listing ship names, destinations, and dates. Includes entries for LONDON, BIRMINGHAM, etc.

SHIPS IN PORT

Table listing ships in port with columns for ship name, agent, and location. Includes entries for BREMEN, BRITANNIC, etc.

GARSTON-IN PORT

Table listing ships in port at Garston with columns for ship name, agent, and location. Includes entries for BRITTA CHRISTENSEN, etc.

MANCHESTER-IN PORT

Table listing ships in port at Manchester with columns for ship name, agent, and location. Includes entries for B.P. SPIRIT, etc.

WIRELESS REPORTS

Table listing wireless reports with columns for ship name, location, and time. Includes entries for Aert van der Neer, etc.

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ASA. 1783, Tyne Dock Engineering Co., South Shields, Warrington & Everett  
ASK. 1541, Tyne Dock Engineering Co., S. Shields, C. Lochn & Co.

NAVVERITA. 8265, Swan, Hunter, & Wigham Richardson's Yd., Wallsend  
NIKHOS. 1793, Mercantile Dry, Jarro, R. S. Dalrymple  
NORTHWOOD. 1146, Johnson's Wf, Gateshead, Heslop & Robson

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HELENE. 807, Albert, Ellerman's Wilson Line  
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SAMARA. 7219, Avonmouth, Mark Whitwell & Son  
SKELETON FORCE. 592, Avonmouth, B. A. Baker & B. Norman  
STERMANN. 334, Avonmouth, Whitwell, Cole & Co.

LLOYD'S LIST Page  
Thurs., Aug. 15, 1946 11  
LONDON CUSTOM HOUSE  
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Rotation Number, Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers.

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Fessel Tons Gross Dk. or Bl. Broker  
ACTIVITY. 9700, Palmers Dry Dk., Hebburn, Runciman Shipping Co.

HULL IN PORT  
Vessel Tons Gross Dk. or Bl. Broker  
ALF EVERARD. 213, Humber, Oughtred & Harrison

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Vessel Tons Gross Dk. or Bl. Broker  
ANNAN. 955, City, Mark Whitwell & Son

AVONMOUTH  
Vessel Tons Gross Dk. or Bl. Broker  
ARGUMENT. 6746, Avonmouth, Elders & Fryes

SWANSEA-IN PORT  
Vessel Tons Gross Dk. or Bl. Broker  
ALACRITY. 554, King's, Stone & Rolle

CLEARED IN BALLAST  
Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers

GLOUCESTER-IN PORT  
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ASHFIELD. 425, North J. F. Thomas & Co.  
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ALETTA. 3085, Mountstuart Dry, Anna T. 2728, Bute E., Constants

BARRY  
BETLOY. 1544, Commercial Dry, Lambert Bros.  
BEN ROBINSON. 290, No. 3, 8, A. Williams & Co.  
DAREGARTH. 825, No. 1, C. W. Cory

PENARTH  
ARC LIGHT. 2949, Tip 5, J. Tyrrell, Ltd.  
CHARLES PARSONS. 1554, Berth 5, Stephen Clarke Ltd.  
EMPIRE GALLERY. 1925, Berth 1, Waits & Co.

PORT TALBOT-IN PORT  
Vessel Tons Gross Berth Broker  
BLACKWATER. 707, Hoist 1, W. A. Burgess & Co.

ENTERED IN  
Aug. 14  
3179 ACTINA. Du, 173, Spuig, Maass-  
slais, Free Trade Wf, Shedwell, C. Hoffmann & Co.

CLEARED OUT  
Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers  
Aug. 14  
AMSTERDAM, Jans, Du, 130, Timmer,  
London Dk., Transport Exchange Co.

FOREIGN VESSELS ENTERED  
COASTWISE  
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Aug. 13  
BROOKLYN. 4983, Jones,  
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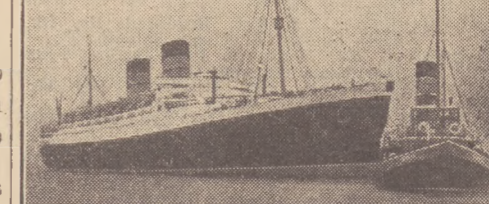
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