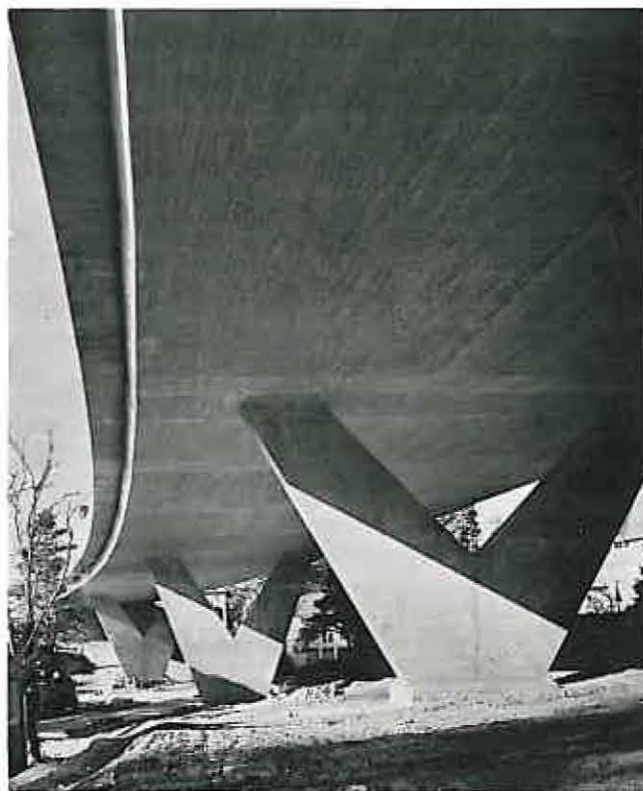


BRIMSNEWS

APRIL 1971



FROM HERE TO... ?

The beginning of a year is probably the best time for me to record some thoughts on Brims & Co.

The results for 1970 will show that the Company had a satisfactory year insofar as profitability is concerned which, coupled with the results for 1969 and considering the difficult conditions in both of these years for the industry, is a credit to the operatives, the staff and the management. I think we all know now that success stems from hard work coupled with technical and managerial competence. Not everything, of course, went well. We had problem contracts and I guess we shall continue to have problem contracts but our philosophy has been to try and keep the number small enough so as not to damage the business as a whole.

Both civil engineering and building contributed to our success. We had an

increase in turnover of just under 10% overall and the breakdown was near enough fifty fifty between our two main production divisions.

However, you can't live on history. I have a close interest, of course, in what happens during 1971 but my thoughts are more towards 1972. Our plans have been laid for both these years. I can't, myself, see major changes in diversification during this period. The outlook in housing and development in general is depressing and any growth in our business will have to be taken up by widening our civil engineering interests if possible, both in type and geographical location. I don't wish that staff should read into this too much. It follows that having got the Company viable we have the skill and resource and have shown the ability to keep it so but times are not going to be easy and none of us should become complacent.

We could do with more workload, although we shall be kept busy until mid-year on our present firm orders and between now and then our estimating departments will have to get through a considerable volume of enquiries in their attempt to bring us in more work. As sure as night follows day we shall obtain further orders during the year but I am completely against our buying work. Taken overall the work we get must be profitable. We have passed the era of prestige building. Our reputation with clients stands high and we shall succeed.

I would like to wish all operatives, staff members and everyone in the Company the best of good fortune and confirm my confidence that we are moving forward.

J.M. Whitaker

The man behind Dept. 2
JIM WALTERS
DIRECTOR—BUILDING DIVISION



Jim Walters was appointed a Director of Brims & Co. as from the 1st January, 1971 which ensures now that the Building Division are represented at Board level.

He joined the Company in 1965 as Agent on Derby Sewage Works where he worked for the then Regional Manager at Nottingham, Bill Stone.

In 1967, Jim Walters succeeded Joe Armstrong as Regional Manager, Teesside. Soon after, he took over the Frame Form Housing Department and in 1969 was appointed General Manager of the Building Division.

Jim Walters, now aged 40, was born in Sileby, Leics., and attended Loughborough College School. He started work in the Construction Industry as an Apprentice Joiner at the age of 16 and completed a 5 year indentureship and passed a number of examinations connected with his trade.

On completion of his National Service in the R.A.F., Jim Walters joined Taylor Woodrow as a Joiner working on a large Power Station Contract. After a short time, he was appointed chargehand joiner and then workshop Foreman in charge of shutter manufacturing.

On successful completion of a course in concrete technology, he joined Freeman Fox and Partners as Clerk of Works at Castle Donnington Power Station. He was promoted to the position of Resident Engineer in charge of all Building and Civil Engineering works.

He joined Sir Owen Williams on the Long Eaton to Leicester Section of the M.1 and it was whilst on this contract that he first came into contact with staff of Brims who, at that time, were involved in the construction of Trent Bridge.

Since joining Brims & Co., Mr. Walters has been a strong advocate of the art of Management and he was a founder member of the Management Study Group. He is also an associate member of the British Institute of Management.

Jim Walters married his wife Beryl 20 years ago and has two daughters, one of whom is a nurse in London, whilst the other is still at school. He lives with his family at Eaglescliffe.

Jim is an advisor to Longlands College of Tech. and a Junior Vice President of Teesside N.F.B.T.E. He is also Vice President of Stockton Rugby Club and is an ex-footballer and cricketer of some distinction.

To what does Jim attribute his success with the Company?

"Encouraging people to carry out good quality work to do things the simple way wherever possible and to develop those individuals who are with the organisation at present so that they can fill the key positions of the future".

FEBRUARY 21st-27th, 1971.

On Sunday, 21st February in the year of our Lord 1971, sixteen unsuspecting Trainee Engineers descended on an even less suspecting Otterburn.

Under the control of Messrs. J. Dean, A. Wigham, J.G. Mahoney and J.G. Wood they were there to attempt a project never before undertaken. (Before I go any further, perhaps I had better explain that, whilst there have been setting-out courses before, none had concentrated so much on the practical aspect as this course was to.) They were to set out the "Otterburn By-Pass" and structures plus a factory complex to a standard method. The reasons for this approach were:—

- (i) To facilitate the easy movement of an Engineer from one site to another, i.e. having learnt a standard method, the setting-out methods, etc., would be of a similar type on every site where an Engineer, so trained, was working.
- (ii) By standardising the approach, it was hoped to also increase output since time would not have to be wasted by changing to or learning a different method when an Engineer changed sites.

The news of the By-Pass spread fast and the possibility of having thousands of "carbon monoxide spewing"



**ESTABLISHING
TOE OF BATTER**

machines streaming through their pastoral Utopia soon had the locals talking. However, undaunted by picket-lines and missiles of cowdung, rotten spuds, etc., the lads pressed on, having the centre-line of the carriage-way set-out by the end of the first full day. The theoretical work continued on into late evening and, so keen were some, that we had to drag them away—from the bar—to continue their efforts. The pattern for the week

having been established in the first day, the work continued at a fair pace, the hardworking atmosphere being broken occasionally by good natured bantering between the "Sub-Agents"—Messrs. Mahoney and Wood—and the lads. After all, no one took Mr. Mahoney seriously when he said he wouldn't use some of them for hardcore, not even the one who volunteered to be crushed into the ground by Mr. Mahoney's genteel size 10's to prove the point.

A corner of one of the fields we were using was also being utilised by the Farmer for calving and it is just as well that John Dean had lectured about maintaining friendly relationships with local landowners as being essential to the well-being of a contract because I am sure I saw blood drain from fingers as they gripped the 7 pound hammers tighter with each peg and batter-rail the calves playfully demolished or the cows used as scratching-posts.

Despite all hazards and thanks to the good weather, the project went through ahead of time and, I am sure that I speak for the other leaders when I say I should like to thank the lads for the hard work they put in during the week and hope they are able to apply their learning to their present and future tasks.

A. Wigham

SO YOU WANT TO GET TO THE TOP !

Qualifying Examination (Part I)

Instructions: Read each question carefully. Answer all questions. Time limit—2 hours. Begin immediately.

BIOLOGY

Create life. Estimate the differences in subsequent human culture if this form of life had developed 500 million years earlier, with special attention to its probable effect on the English parliamentary system. Prove your thesis.

MUSIC

Write a piano concerto. Orchestrate and perform it with flute and drum. You will find a piano under your seat.

SOCIOLOGY

Estimate the sociological problems which might accompany the end of the world. Construct an experiment to test your theory.

ENGINEERING

The dis-assembled parts of a high-powered rifle have been placed in a box on your desk. You will also find an instruction manual, printed in Swahili. In ten minutes a hungry Bengal tiger will be admitted to the room. Take whatever action you feel appropriate. Be prepared to justify your decision.

ECONOMICS

Develop a realistic plan for refinancing the national debt. Trace the possible effects of your plan in the following areas: Cubism, the Donatist controversy, the wave theory of light. Outline a method for preventing these effects. Criticize this method from all possible points of view. Point out the deficiencies in your point of view, as demonstrated in your answer to the last question.

PHYSICS

Explain the nature of matter. Include in your answer an evaluation of the impact of the development of mathematics on science.

EXTRA CREDIT

Define the Universe: give three examples.

Written answers to the questions should be forwarded to the Editor, together with evidence of having satisfied the practical sections and any comments you may wish to make.

If you are still interested in getting to the top, Part II of the Qualifying Examination will be published in the next issue.

LETTERS TO THE EDITOR

Dear Editor,

Rumour has it that I am the oldest Teddy Boy in our Company.

This of course is ridiculous.

The best looking, yes!

The oldest never!

In my opinion it's a toss up between

Freddy Todd, Joe Holmes, Shack the Ganger and John Dean.

Yours,

J.S.F.

Dear J.S.F.,

I suggest that you change your image and join the "smoothies". Rumour has it, that you're future son-in-law is smooth so why not consult him.

Ed.

Dear Ed.,

I note with interest the statements of your correspondent to the last issue who replied to criticisms as to the "bias" or otherwise of the content of "Brimsnews". I find the reference to the "lifeblood" of the Company as being building and civil engineering contracting particularly worthy of comment. The statement as such can hardly be denied and therefore it is reasonable to expand by saying that the "image" of the Company is, to a large extent, created by the actions of the technical staff on site.

My observations of these actions in some quarters of the Company are hardly reflective of presumably above average intelligence and the product of higher education. I am referring to those site establishments which, through dirty habits, lack of forethought and the setting of low standards become self-inflicted "slums".

I acknowledge that under site conditions, offices can never be perfect; mud on the floor is difficult (although not impossible) to prevent. However, mud three or four feet up the walls is, and stale sandwiches coupled with two week old newspapers need not be additional adornments to contract drawings. Engineers' offices are usually the best examples of this kind of decor.

Standards have improved since the days some three or more years ago which prompted the "live like Pigs" memo, but I would suggest that there is still room for considerable improvement in some areas. Invariably, the Client's Representatives organise, manage and maintain their establishments much better than we do and yet we are supposed to be the managers/organisers. Are we going to continue to be the poor relations in this respect?

Finally, I would return to my reference to the Company's image. Client's Representatives (particularly Architects) and visitors are impressionable. I would submit that outsiders' opinions of contractors are largely based on impressions and surface observations. Needless to say, the attitudes and actions of those with whom we deal will vary according to their opinion of us as contractors. In other words, the establishment and maintenance of good conditions does have a return to the Company—probably well in excess of the cost.

D.J.

"Comments in writing please".

Ed.

EXTRACT FROM BRIMS NEWS SHEET MAY 1969 "Hope deferred—"

The canteen facilities will be adapted to our requirements and we are determined that good food at reasonable prices will be available to all staff.

Owing to the canteen facilities, it will be possible to reduce the length of the lunch break to approximately three-quarters of an hour and adjust the starting and finishing times accordingly.

Although it will not now be as easy for those who wish to shop at lunch time, the office should close in time for those wishing to shop to do so before 5.30 p.m.

Are you trying to say something? If so, why not write to the Editor.

Ed.

THE CRACK IS...

After his success as a male model in a nation-wide advertisement of a locally produced shutter oil; Bill Archer, the General Foreman at the Car Park, is open to further offers from local businessmen wishing to jump on the bandwagon. All contacts are to be made through his manager, Colin Hullock (he's onto yet another good thing!).

True Story

The scene is the on-set of Winter and the large pay-off of men.

Gen. Foreman:— Well that's it lad! Sorry to lose you, but come back in the Spring and your job will be waiting.

Reply:— Come back in the Spring?! What do you take me for—a Cuckoo!

The crack is that the Tower Crane recently advertised for sale by the Plant Dept., is to be purchased on behalf of the nation by the Ministry responsible for "ancient monuments". More than likely it will be incorporated into the Holy Jesus Hospital Restoration Scheme alongside the Multi-Storey Car Park—the crane's last resting place. The Yard have generously thrown in as a "special offer", a driver for the tower crane—his only weakness being that he suffers from VERTIGO.

True Story

A General Foreman stumbles upon two of his men sunbathing on a river bank. Furious at being ignored he storms:—

"Do you two know who I am!!?"

One man turns slowly to the other:—

"There's some queer blokes running this job!! They don't know who they are!

Alan Hutchinson recently returned from being the second case of appendicitis to occur at the Plant Depot. The crack is that the tea is to be analysed by the Public Health Inspector.

COLLEGE OF ART & INDUSTRIAL DESIGN - PHASE 11



Client: The Newcastle City Education Department. Architect's: Geo. Kenyon Dip. Arch. A.R.I.B.A. Dip. Tp., A.M.T.P.I. City Architect.

This Contract was won in open competition by our late Senior Estimator, Tom Neill in May 1969, and is due for completion in June 1971. The building forms part of the Newcastle Polytechnic, and when in full use will accommodate over 1200 students. The name of the building when completed will be Squires Building named after the retiring Director of Education Mr. G. Squires, M.A. who retires this year.

The building is located East of the Civic Centre on Sandyford Road. It has a floor area of approximately 120,000 sq.ft. and is split into three sections. Fashion Block at the South, Main Block and the Workshop Block all linked together.

The Fashion Block is approximately 100'0" square and consists of two floors, ground and first, the structure is R.C. frame on piled foundations, it is clad with 5 different materials, Natural Stone, Brickwork, Tile Hanging, Concrete Columns and Glass. The most difficult being the concrete columns around the perimeter of the building, there are seventy three at 2'0" centres, these are only 6" thick x 1'9" wide x 26'0" high with a feature board mark finish, which had to be constructed in two pours. Before we actually started to construct these on site we decided to have a dummy run with one in the compound, this paid dividends, it

sorted out all the problems and we are happy to say not one column was cast below the required standard.

The Main Building is 250'0" long and 70'0" wide, it has 5 main floors, plus the Penthouse. Again this is on piled foundations but with a steel frame, P.C. floors, P.C. cladding and curtain wall glazing. Most of the internal walls are left fair faced, Thermalite or concrete blocks painted, although there is still approximately 9,000 yds. of plastered walls. The main feature on this section is the VEE shaped brick piers in between the plate glass windows on the ground to 1st floor, West elevation. The brickwork is in quarter stretcher bond, again we had a dummy run, and have achieved some excellent results with some first class tradesmen.

The Workshop block is 200'0" x 60'0" single storey on pad foundations, steel frame and proprietary metal roof, it is clad with Metal wall cladding, Brickwork and P.C. Columns and Glass, a mixture, again the internal partitions are fair faced painted.

Although we've had problems in some parts of the Construction, one of the main tasks has been to co-ordinate over 40 Sub-Contractors, working concurrently with the main construction programme, this has been admirably achieved by the Agent, Bob Grant, assisted by Brian Hewitson and Derek Heron General Foreman, Bill Ryan, Foreman Joiner, and Colin Wood, Gordon Sanderson, Quantity Surveyors.

J.S. Scott.

Brief History and Description of Works

Scotch Corner is a national landmark to very many motorists because it is the junction of the main north/south route with the main east/west route in the North Riding.

To assist the free flow of traffic at the junction a roundabout was constructed in 1940 when the Trunk Road A.1 was then a single carriageway. Traffic volumes at that time were 4,500 vehicles per day of which approximately 1,500 used the A.66.

Further improvements were undertaken in the early post-war years when dual carriageways were provided on the A.1 both north and south of the roundabout. By that time traffic had increased to a total of 7,000 vehicles per day, the number to and from the A.66 being 2,200.

The continued growth of traffic has made the diversion of the A.1 necessary and safer by the introduction of a two level interchange to cater for a total volume of some 27,000 vehicles per day on the A.1 and 6,800 on the A.66.

The works comprise the construction of a new dual carriageway road to the east of the existing trunk road and the provision of a two level interchange with the Trunk Road A.66 and the Principal Road A.6136 together with the necessary slip roads. The total length of new trunk road is approximately 1.34 miles and whilst the length of the scheme is not comparatively great, two accident "black-spots" will be eliminated. The original smaller diameter roundabout was the site of many accidents, particularly on the south-bound carriageway where traffic encountered the first major obstruction in the form of a roundabout after travelling for many miles at a relatively high speed on the Darlington By-Pass and Durham Motorways. Immediately to the south of the Scotch Corner Roundabout was the T - Junction at Blue Anchor Farm where again many accidents occurred, but the new works include the demolition of the Farm House and carriageway re-alignment using part of the original dual carriageways of the old trunk road with access to Richmond only from the new roundabout system. Access to the Scotch Corner Hotel, the Filling Stations and the Transport Cafe will still be afforded either from the new roundabout or from the superseded portion of Trunk Road A.1.

As the new dual carriageways are in a cutting, approximately $\frac{1}{2}$ million cubic yards of excavated material has been removed from the site, including large boulders and some bed-rock, so that the necessary formation level could be achieved.

The two bridges over the new diversionary road carrying the roundabout system are of reinforced concrete construction and the total length of the four spans on each bridge is some 170 feet. The piers are pin jointed at the base, are tapered for visual effect and carry simply supported pre-cast prestressed deck units which rest on the bank seat abutments at the outer extremities.

The contract was let by the County Council on behalf of the Department of the Environment to Messrs. Brims and Co. Ltd., in June of last year at a tender figure of £574,000 and although the contract period was fixed at 18 months it is anticipated that the remaining works of tidying the site etc., will be completed well within the contract period.

The works have been designed and supervision of construction has been undertaken by the Staff of the County Council as Agent Authority for the Department of the Environment, under the direction of the County Surveyor.

PROGRAMME

Not later than 11.45

Assemble at Barton Quarry Maintenance Compound. The Compound is approximately 2 miles north of Scotch Corner on the now superseded portion of the Piercebridge Road B.6275. Enter compound approximately 200 yards along B.6275 after leaving Motorway at Barton Quarry Interchange.

11.50

Leave Maintenance Compound and travel in convoy with Police supervision to site of opening.

12.00 - 12.15

Official Opening Ceremony.

12.15

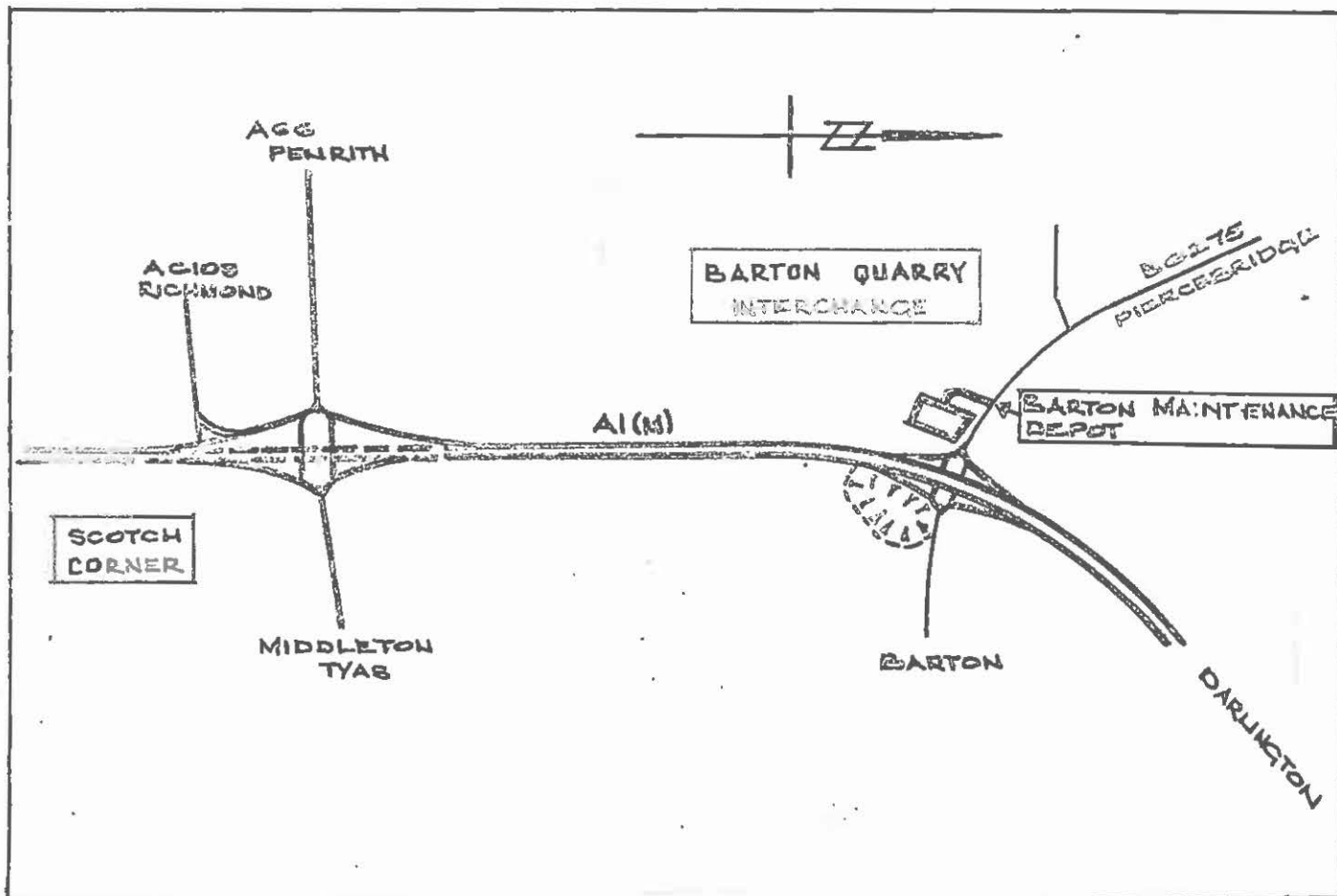
Official party to proceed on south-bound carriageway of A.1 to Catterick (North) Roundabout and then on north-bound carriageway to Scotch Corner Hotel Car Park.

13.00 - 14.30

Luncheon at Scotch Corner Hotel.

14.30

Members and Guests disperse.



SWAN HUNTER SHIPBUILDERS LTD WALLSEND YARD DEVELOPMENT



BURNING HALL BASEMENT

The contract comprises the construction of piled foundations, R.C. basement and ground floors at new workshops, together with roads, surfacings and drainage, at an estimated cost of £0.5m. The wish of our Parent Company to build bigger and better ships necessitates the construction of a bigger and better steel handling facility.

A second contract to construct a new Outfit Trades Building has recently been awarded to ourselves at an estimated cost of £80,000. The completion date of both contracts is August 1971.

The design was carried out in three sections:

Layout and machine work — Swan Hunter

Civil Work — T.F. Burns & Partners
Superstructure — Alex Findlay & Co. Ltd.

Brims & Co. Ltd. were awarded the contract after tendering, with other companies, on the open market. Work started on 1st July 1970.

The work involves renewing, re-building and extending of the existing works within the confines of the existing yard. This has caused Brims & Co. Ltd., some difficulty at times, due to the ruling that ships come first whatever the delays and disruption

caused to the construction. A progress meeting is held every Monday afternoon to keep everyone in the picture regarding shipyard, design and construction requirements. The average attendance at these meetings is sixteen, which gives some indication of the complexity of work phasing.

The site is divided into four sections which tend to progress independently due to the various priorities laid down by the Yard Production Engineers.

Burning Hall, Panel Hall & Outfit Hall
This is the area where sheets of steel plate are treated and prefabricated units constructed to be used in the building of the ships. The sheets come through the treatment line where they are levelled, pre-heated, shot blasted and painted. The sheets are then lifted into the Burning Hall where the edges are chamfered and the various shapes cut out. They are then fabricated into manageable units, painted and transported to the ship.

The Burning Hall is a two-level building with workshops on the ground floor and the sheet handling machinery on the first floor. The concrete structure is built on 18" dia. bored concrete piles and has a steel superstructure 50m x 100m without

any central supports, i.e. approx. 1.5 acres.

The Panel and Out Hall are similar buildings on one level only. This section, which is similar in layout to the Burning Hall, produces stiffeners, i.e. ship frame. Benton Way is a 24' concrete access road about ½ mile long.

Plate Stockyard

A levelled, surfaced area with overhead cranes to unload and stock the steel plate prior to movement down the treatment line.

Outfit Trades Building

The contract recently awarded, a two-storey, steel-framed brick building on 18" dia. bored concrete piles. The building stands alongside the jetty and is used as a base for the trades employed whilst fitting out new ships.

In addition to these sections, various other works have been needed around the yard; i.e. R.C. retaining walls, new bollards, drainage and service tunnels.

The project has still six months before completion, so Roy Tateson and his crew still have a lot of work to do on this, one of our "small works" contracts.

P.A.Martindale

PEOPLE & PLACES

PLANT DEPOT NEWS

'Morning All.

Things in Dept.8 are back to normal now that the General Manager has returned from the U.S.A. where he and his good lady have been visiting their number two son Michael and his bride Susan. John Hall is firmly entrenched in his new position of Works Manager and insists he has lost a stone in weight since his appointment. Alan Hutchinson is also looking slimmer but we reckon it is because of the massive appendix he had removed on New Year's Eve.

Various guesses have been made at the size of the appendix, ranging from 16 ounces to 2 stone.

Secretly I'm as jealous as hell of the pair of them and think I'll start one of those underground campaigns against "Thinny's". I might even start two campaigns, the other one for the "Furtherment of Rotund Gentlemen" (Especially short ones).

Why not carry out an exercise (P'hew what a terrible word for Fatties) in your own Department and see if the Thinny's outnumber the Fatties or vice-versa—Mind! no cheating, especially at Charter Manufacturing where I know a certain gentleman will try his damndest to pull in his waist line to try and be marked down on the Thinny's list.

All results back to me by tonight, best entry wins 2½ N.P. and a kiss. (Not from me silly,) from Ruby, the maiden who "does" for us at the Yard.

Finally I make no apology for referring to the weight of Alan Hutchinson's "lump" in ounces and stones, instead of kilogrammes and what you said as I have a perfectly simple excuse. I'm, writing this article on Whitley Bay Beach at midnight and I don't carry my conversion tables in my fishing basket, only hooks, sinkers, girly magazines and booze.

J.S.F.

BILLINGHAM (FLOODS) SCHOOL

The staff are still mystified whether the prolonged spell of monsoon weather will delay the completion date of the school.

However efforts are being made to purchase a lifeboat to ensure the safety of our working staff on site, a requisition has also been sent to Brim's plant yard for under-water gear.

We welcome our new project manager J. Moore and hope he is not



PROFILE MRS. VERA BALMER

A well known and well liked figure in Head Office, Vera joined the Company December 28th 1966 as Lady Clerk to Mr. R. B. Gilhespy (Assistant Company Secretary), having been employed for several years before then as a Secretary/Dental Receptionist to a City Dentist. The passage of four years has seen Vera become an Administration Assistant, responsible for the recording of engagements and terminations, control of the Company Super-annuation Scheme, B.U.P.A. and the issue of Directives and has seen the department increase from two to four.

disheartened by the adverse working conditions, but we know his dogs will take his mind off things, well we are led to believe this.

We also note that in the contract auditors report, David Coats when asked his opinion of the site, his reply was "I'm only here for the bacon sandwiches". There is no truth in the rumour that our site planner is turning into a cream doughnut, and when asked when the contract finishes, he replied 5.30 p.m.

Racing enquiries should be addressed to Fred (kettledrum) Morland, resident clerk of works who renews his long standing association with Brims and Company on this project.

To conclude this story, don't miss next month's exciting episode, when we will be bringing you some more action packed stories.

J.M.

STOP PRESS

We apologise for lack of news from Southampton due to the postal strike.

Vera has been married for twenty years (this month) and her family consists of herself, her husband and a poodle called Nikkie. Her hobbies include walking with the dog and dancing.

A regular attender at both Company and Cygnet Club functions, Vera would like to see more done towards organising a regular social evening when staff can get together to play table-tennis, darts, etc., and have a good chat. She feels this would go some way towards producing a happier and therefore potentially more productive staff.

There is no truth in the rumour that Alan Porter staged his own demonstration against the Industrial Relations Bill by asking the driver of the lorry delivering steel to our Felling site to block the Felling-by-pass.

Congratulations to Dennis and Judy McGloin on the birth of a baby girl—Allison Clare—weighing 7lb 11 ozs.

Allison was born on 23rd February 1971. Mother and daughter are both well.

Congratulations to Miss Marion Buxton from the Wages Department on her engagement to Mr. Malcolm Stoker on 1st February 1971.

BEREAVEMENT

It is with deep regret that we announce the sudden death at home of Guy Cottingham on Monday, 8th March. Guy, aged 26, worked as a Cost and Bonus Surveyor with the Company for 2½ years. He will be sadly missed by both his friends and colleagues in Head Office and on sites.

We offer his mother and relatives our deepest sympathy and condolences.

SAFETY CHATTER

In connection with its Inquiry into the Safety and Health of people at work, the Government Committee on Health and Welfare at Work is currently engaged in a programme of visits to Industry.

In the main they have kept their visits to large Factories but I wonder what impression would be gained by our learned friends if they took it upon themselves to make inspections of some of our Building and Construction Sites and viewed the often primitive arrangement of facilities provided for the Health and Welfare of our workpeople.

The Civil Engineering branch of H.M. Factory Inspectorate was set up in 1966, began recruiting in 1968 and now has about 80 inspectors to cover the whole country.

In the same year "The Construction Health and Welfare Regulations" came into operation which laid down special requirements for the provision of Shelters and Accommodation for clothing and meals. If hot meals were

not provided facilities to heat meals had to be made available. We had to provide means to dry wet clothing and also drinking water. Conditions were laid down for the provision of adequate and suitable arrangements for washing and sanitary facilities, together with special arrangements for First Aid. These Regulations are specific in their demands but I feel lacking in many ways of giving guidance to any standard required, with the result that Individual Site Managers are allowed to interpret the Regulations in such a way that permits the provision of Health and Welfare facilities of a very poor standard indeed. The variance of conditions from one Site to another and from Firm to Firm makes a mockery of the Regulations. Clearly there are plenty of rules but the responsibility for seeing that they are followed through falls upon the Industry itself.

If every Site Manager is allowed to carry out his responsibilities in respect of Health and Welfare conditions it is difficult to believe that in this day and age H.M. Inspectorate have had to prosecute Firms for non-compliance with these most important regulations.

The situation will not radically alter until the underlying attitudes and "Economics" that breed skimping are changed.

In the meantime the skimpers—on the estimate sheets as well as the other cogs in the wheel "will do what they can get away with". At present they are getting away with a lot because H.M. Inspectorate is so short of numbers and Public Health Authorities are overworked on other projects.

Vast improvement is necessary—let us at Brims be part of a radical change in this respect by having a standard for Health and Welfare conditions of which we can be proud. No doubt the gentlemen who counsel education rather than force may be right in theory, but if every Firm and Site Manager knew that the facilities provided for Health and Welfare would be regularly scrutinised by Public Health Authorities as well as H.M. Inspectorate, who would come down on them like a ton of bricks for every offence against the Regulations, the skimpers might find it cheaper to do the job right from the beginning and also to see that it is maintained that way.

We can be certain of change in all respects—only time will tell whether cost for compliance with these relevant regulations is cheaper in the ultimate.

"QUI COLLABORANT"
M. CURRAN

NEW CONTRACTS

Civil Engineering Division
Major Contracts—Contracts
Manager—D. W. Weatherly
New York Drainage—for Tynemouth Corporation. To be completed by the end of August 1971.

Building Division
Tyneside Region—Contracts
Manager—A. Porter
F. Short & Son Ltd., Felling-on-Tyne—Vehicle Workshop and Depot. Completion date June 1971.

The small works department have been awarded a contract to build an extension to a dwelling at Tynemouth for Mr. W. Neale.

Teesside Region—Regional
Manager—J.R. Whitfield
British Steel Corporation—A second sub-station at Tod Point. Completion date June 71.

British Steel Corporation—The construction of foundations for a cable bridge at Tod Point. Completion date June 71.

Negotiations to take over and complete Warehouse units at Middlesbrough have been successful. This is work started by another Contractor which they could not carry out. Completion date March 71.

Teesside Airport Committee have awarded us a contract for work in connection with the re-alignment of the landing system. Completion date April 71.

C.E.G.B.—Norton sub-station 400 Kv and earthworks for future sub-stations. Completion date Autumn 71.

FOOTNOTE

A full list of contracts is to be published every alternate issue.

WANTED

Good second hand, cloudy, crystal ball. Top price offered. Contact Plant Dept.

QUOTE OF THE MONTH

A steak and kidney pudding shared, is not so much a meal as a meeting of minds.

SITE CLERK's LAMENT

Last month we heard of the Q.S. plight,

In words both sad and tender,

But bad its not,

Compared with the lot,

Of the one we don't remember.

Think of the loyal site clerks now,

As they work on with a will,

They hold the cash,

Are never brash,

And always foot the bill.

On they write for days on end,

And never see the ending,

So hard they pull,

But always full,

The tray they call "Pending".

No sorrier plight you must agree,

Can anywhere be found,

And now D.Day,

Is on the way,

To reorganise his ground.

What can he do, what can he say,

To whom now can he speak,

As they rearrange,

All his small change,

That makes his heart to beat.

Put out he may be but not done,

For all in him rely,

He must overcome,

Not come undone,

And hold his banner high.

C.B.
Cash & Carry.

CYGNET CLUB

The "CLUB" is PROUD to present the following programme for 1971. All NON-MEMBERS who wish to partake are advised to join IMMEDIATELY before the rush.

SOCIAL EVENTS

18th March—Ten-Pin Bowling
April—Quoit competition
May—Medieval Banquet
4th June—Barbecue/Disco
July—Car Treasure Hunt
September—Barbecue/Barn Dance
October—Challenge Ten-Pin Bowling
November—Cheese & Wine Party

Members will be notified of actual dates as soon as they are fixed.

LIST OF SPORTING ACTIVITIES AVAILABLE TO MEMBERS

Football (5-a-side) Organiser
Held weekly during A.M. Marr
winter period

Venture Club
Annual expedition A.M. Marr
and several trips to
Lake District

Golf
Three outings in J.W. Hedley
September. Also
possibility of having a
golfing weekend and
league during summer.

Tennis
Knock-out competition K. Brown &
T. Richards

Table Tennis Mrs. V. Balmer

Squash

It is hoped to organise A.M. Marr &
this at Northumberland C.A. Hullock
College, Ponteland

Sea Fishing J.S. Fairbairn
Evening/weekend trips
in the coming season
Members interested in any of activities
should contact the respective organ-
isers.

FIVE-A-SIDE FOOTBALL

LEAGUE TABLE	P.	W.	D.	L.	D.	A.	Pts.
Evening Chronicle	13	11	0	2	190	105	22
H.O. Miscellany	12	7	2	3	137	120	16
Tarmac	11	6	2	3	126	96	14
Multi-storey Car Park	12	6	2	4	109	93	14
Hadrian Road	12	4	0	8	99	137	8
H.O.Select	5	3	1	1	56	42	7
Teesside Civics	12	3	1	8	100	141	7
Sites Assorted	12	3	0	9	108	149	6
Spennymoor	7	1	0	6	56	68	2

MANAGEMENT STUDY GROUP

The Management Study Group exists with the objective of enabling members to meet and discuss the implications of modern Management Practice. Despite all rumours to the contrary the Group has no other objectives, sinister or otherwise!

The Group is somewhat unique and it would be fair to say that there are not many companies having similar organisations. It is to the credit of the originators of the idea of a Management Study Group, as well as the present members' enthusiasm, that the Group has become so firmly established.

Membership of the Group is open to all Brims employees who have made application to join the British Institute of Management.

The Group, formed in 1969, had a useful inaugural session with monthly meetings held in Newcastle at the Northumbria and Avon Hotels during the period September 1969 to April 1970; together with a successful (if exhausting) week-end conference at Otterburn Towers on the theme of "Corporate Planning" with two guest speakers, among the leaders in their field.

At the annual general meeting, the group elected David Weatherly as its Chairman for the 1970-71 session and

a Steering Committee of Messrs. Dean, Blyth, Horner and Marr to administer and programme the session. Meetings have been held on a monthly basis at Ramside Hall, Durham—a venue which if not perfect, has the great advantage of being mutually convenient for members from Tyneside and Teesside.

The subjects of meetings vary to cover as wide a range of management topics as possible, from management techniques in general to studies of management problems in the construction industry in particular.

The second Annual Conference has recently been held at Otterburn Towers, on the theme of "Motivation and the Management of Human Resources" which was not, as top management may have hoped, a method of getting staff to work without paying salaries! The Conference was every bit as successful as last year's, and in the opinion of many members a good deal more so (if for no other reason than that there was more drinking time?).

As the second year of the Group's activity nears its conclusion, it is clear that we now have an organisation which having found its feet will continue to broaden its members thinking on management problems.

R.H.S.

SEAL-SANDS ROAD "LINKED" 6 MONTHS AHEAD

The Seal-Sands Link Road will be opening to traffic during this month—some 6 months ahead of the contract date.

This 3 mile long road opens up the vast industrial development on Seal-Sands by providing a connection round the North-East of Billingham to the A.19. Constructed at a cost of approximately £700,000.00 for Teesside C.B.C. the work was designed

and supervised by White-Young and S. Cussons & Partners.

A feature of the contract has been to construct the road at virtually sea level across exceptionally poor ground in the form of extensive marshland. Owing to the expected ground movements and settlements, the final wearing surfacing will not be laid until the road has been subjected to at least 6 months traffic.

Congratulations to all concerned!