

AUGUST 1972

WESTERN DOCKS EXTENSION—Southampton



With the advent of container packaging and the ever increasing demand to handle freight and cargo by this method new terminals are under construction throughout the world. In this, Britain is no exception and in particular British Transport Docks Board at Southampton are extending their new Western Docks by seventy-eight acres to facilitate container traffic.

Already in use are 201 berth which was open to traffic by late 1969 and 202-204 berths which were opened earlier this year. There are another two berths still under construction, 203 which is for the G.P.O. submarine cables division and berth 205 which is another container berth.

The Construction

At one time the whole of the seventy-

eight acres was under water and has now been reclaimed by Westminster Dredging Company Limited.

The main fill which is in excess of two million c.y. was green sand. To obtain this material, navigation channels were dredged in the Solent from the areas required by the container ships to navigate and moor. Therefore, by dredging the sand, two sections of the construction were achieved with one operation. After dredging, the sand was pumped ashore through steel pipes and spread to the required level. A layer of gravel 26" thick was then placed on top of the sand and compacted. The gravel again was dredged from the same source as the sand and over one million c.y. was required to complete the operation. This cost of the reclamation operation

will be in excess of £4 million.

Gravel banks were constructed where the new berths were proposed so this enabled the contractor for the quay construction to commence.

John Laings, who are constructing the quays, started work early 1971 and should complete by autumn this year.

Their work consisted of driving sheet piles to form the quay walls and constructing two crane beams to support the portainer cranes which off/on load the container ships. The length of quay wall is 3,900'. The sheet piles were a special order as they are a very heavy section and up to 87' long, the web thickness of the piles is 1.1/8" and the final drive is achieved by using the largest piling hammer available, a Delmag 44.

Continued page 2

WESTERN DOCKS EXTENSION— cont'd

When a portion of the quay walls and reclamation had been completed all the drainage services and surfacing work was commenced and in conjunction with Stelcon Ltd., Brims and Co., have undertaken this work.

When dealing with reclaimed land it is obvious that settlement will take place so instead of trying to beat settlement B.T.D.B. have in fact met it by using Stelcon slabs which go down with the ground below them, as they are free to move individually no cracking or severe displacement occurs. The slabs can also be lifted to new levels if required at any time. This part of the work will cost in the region of £2¼ million.

Worlds Largest Container Ship

I have already mentioned that 202 and 204 berths have already opened for traffic and earlier this year we had the pleasure of seeing the maiden voyage from Southampton of the world's largest container vessel the *Tokyo Bay*. This ship was built in Germany for Overseas Containers Ltd., to serve the new Far East container service started in January this year from Southampton. The *Tokyo Bay* is 59,000 ton and carries up to 2300 containers. When in full operation there will be fourteen ships including six Great Britain, three West Germany and five from Japan, calling at Hamburg, Rotterdam, Southampton, Tokyo and Kobe and at that stage ships will call every four to five days at Southampton.

In the photograph the foreground shows 202 berth which is a casual user berth mainly for atlantic traffic.

In the background is the *Tokyo Bay* moored at 204 and further west on the right of the photograph you can see the construction work proceeding on 205 berth.

The portainer cranes loading the ship were built by an American-British consortium Pecoco-Vickers and are capable of handling loads up to forty tons.

The machines carrying the containers about the areas are used for stacking and on/off loading wagons.

The incomplected area to the left is the proposed submarine cables depot for the G.P.O.

It is certain that Southampton now ranks as one of the finest container depots in the world and should have a secure future as a large cargo handling port.

We wish to thank British Transport Docks Board, Southampton for their kind permission to publish the photograph and article.

C. A. Hullock.

GUESS WHO ?

Many of you will have from time to time met members of department eight. Some of you will know them very well or at least think you know them well.

The following photographs are of a few members of that department in their younger? days.

Now try putting a name to a face.

The answers will appear in the October edition of the *Brimnews* along with a few more faces in the past.



LETTERS TO THE EDITOR

TO JOHN STOCKILL
VIA "BRIMSNEWS"

I agree wholeheartedly with your comments concerning the environmental and historical features of Teesside. (I disagree with the Editor). The man who wrote it cannot have lived or gone down the "werks".

But why bring Tyneside into the discussion?

It's pleasing to know that heavy industrial companies are being made more responsible for the ravages as well as the opportunities they create. All of us who commute frequently between Tyne and Tees are aware of the black spots in the area but thank heaven we know where the beauty spots are.

Years ago I used to sit on the Eston Hills and look down at the Tees and feel sorry for all those people who lived in "smelly" Billingham. Ha, Ha, Touche John, I didn't want to go into Teesside either. Have a debate with Ken Morrison about the beauty of Middlesbrough sometime. "Hoc Aye".

Brian Clough

How about it Ken?

Ed.

Dear Sir,

Controversy is raging on the Gretna Contract as to whether a Pub or a Club should be acquired for the social welfare of the members of the "Cygnets Club".

It is being debated that education courses are a waste of time and money and the finance used to support these should be diverted to acquiring a Pub. In fact once established, the Hotel (Pub) could be used for holding all internal courses. Indeed, if adjacent land could be acquired, the needs of the Brims Golf Society could be satisfied for all times—not to mention a permanent venue for the management study group and all "unofficial organisations" in the company.

Staff suffering from over work (or under work) in need of convalescence and revitalisation could be sent to the Country Retreat for a complete overhaul, service and "oil change".

The idea merits strong support and we look forward to your promise of substantial financial backing.

We await an early communication from you on this matter.

Dear ?

We will be pleased to supply free copies of Brimsnews for distribution to the clientele.

Ed.

THE FACE BEHIND THE VOICE



"Marj of the Yard" as she is known to all and sundry, has been with us four years. Originally a part-time telephonist, she is now "one of the fixtures".

Marj has had a very chequered career, from nursing in a Military Hospital, playing in a dance band, Officer in the Special Investigation Branch in Germany, former member of a formation dance team, doctor's receptionist, dictaphone typist for an insulation firm—you name it, she's done it!

Her musical prowess came to light at our Christmas party last year, where she surprised everybody by doing a Gladys Mills on the piano.

Marj lives in Howdon with her Whippet dog Sandy, and a budgie whose sole repertoire is "Give us a kiss" and "Put the kettle on".

Before she came to us she had an argument with a pressure cooker and spent nearly two years in hospital having extensive plastic surgery. She is fully recovered now.

Her greatest pride and joy is her Ford Anglia, even though it is temperamental at times. She is still a very keen ballroom dancer, and trips the light fantastic every Tuesday night, feeling like a sixteen year old, then limps into work every Wednesday morning feeling ninety-six! As she says "When one is nearly thirty-two it tells".

Marj's ambition—for Jack Thompson to answer his phone at the first time of ringing!

J. S. Fairbairn.

P.S. Jack's answer to Marj's ambition is unfortunately unprintable.

J.S.F.

JACKSON Says!

Jackson staggered out of the Central Hotel in Annan with his "Carry oot". A half bottle of Johnnie Walker in his hip pocket. Fifteen steps was just too much. After the seventh step Jackson slithered to the bottom and feeling something wet, trickling down his right leg, offered up a prayer, "Oh God I hope its blood".

Jackson hitched a lift from the Rosebank Cafe, opposite Brims Main Office. He asked the driver "Where are you going?". "I am going to the Lanark Races" "O.K." Jackson said "I will go with you. I have a banking account in Lanark".

When they arrived at Lanark Racecourse the driver asked Jackson "Help me to unload". When the back doors came away from the Pantech-nicon it was empty "What the hells going on?" said Jackson. The driver said "I have got to transport a NON RUNNER sometimes".

Jackson went to the optician, could not see with his right eye. The optician said "you should see your Doctor". Jackson went to the Doctor accompanied by his son.

Doctor's verdict. Give up the whisky or you will lose your eyesight, Jackson turned to his son and then said quietly "I think I have seen everything I want to see".

A psychiatrist was trying to find out something about his patient's mental attitude to the world around him. He drew a circle on his pad, pushed it across the desk, and said, "What does that remind you of?". A naked woman", was the reply. The psychiatrist drew a triangle. "And that?". A naked woman sitting down". He drew a square. "And that?". "A naked woman in bed". "Well", said the psychiatrist, "you're certainly preoccupied with sex, aren't you?" "Come off it, said the patient, "It's you that's drawing the dirty pictures."

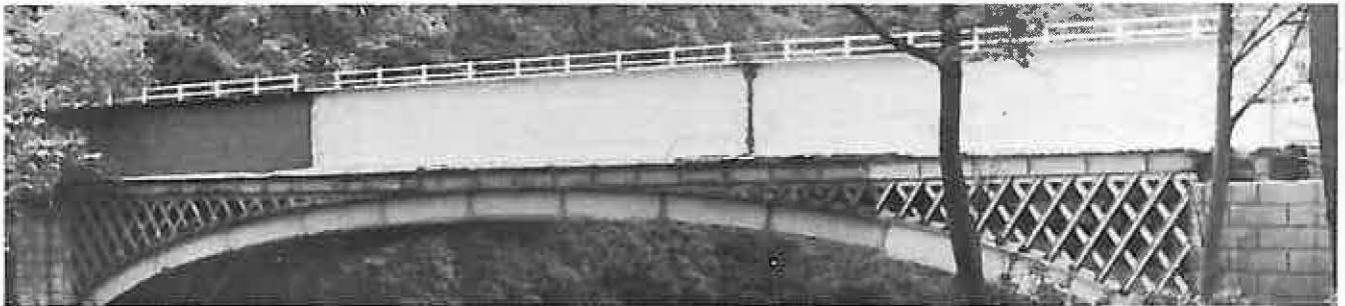
RECONSTRUCTION OF BRIDGE OVER WEAR



The setting for this contract lay in the depths of Lord Lambton's estate in Chester-le-Street, which was planned to become a Natural Game Reserve controlled by "Safari Parks Ltd."

We were approached by the estate's manager to quote in competition for the demolition and reconstruction of an old spandrel-braced arch bridge traversing the river Wear. The existing

bridge was built at the beginning of this century and although the condition of the masonry was good, the steelwork was in an advanced state of corrosion. (photograph A).

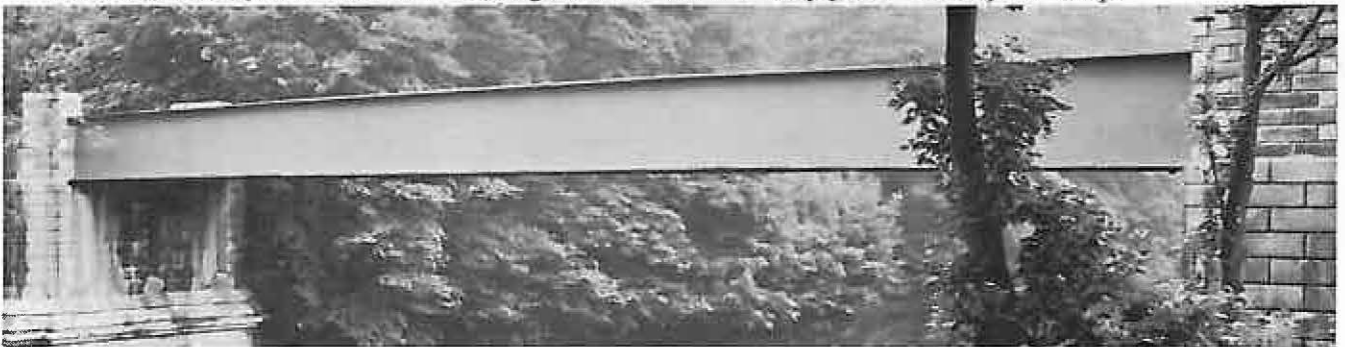


The new bridge (known affectionately as the Elephant Bridge) was a design and construct contract with a very tight four month construction period for the park to be opened on 1st July, 1972, if this was exceeded Len Pascoe's men would have the baboons to contend with.

The new structure, 17 ft. wide and

spanning 120 ft. was constructed on top of the existing bridge with the parapets and surfacing removed, hence eliminating the need for temporary works (photograph B). The existing abutments were reinforced by the use of ten fondedile raking piles to cater for the reverse moments due to the loading from the new 6'8" deep plate.

With these girders resting temporarily on timber packs on the abutments, the existing bridge steelwork was demolished in two weeks (method used not for publication). The bridge was then lowered by jacks onto its final position on top of previously constructed capping beams approximately 4'6" deep.



A deck slab consisting of 9" thick reinforced concrete was laid on top of Holorib units spanning on to the main cross girders which were fitted with shear connectors to provide composite action. These units as well as acting as permanent shuttering provided a pleasing appearance from the underside.

Finally the surfacing to the 10 ft. wide road and footpath was laid and the masonry towers forming inspection chambers for the bearings were completed using the existing

stone from the parapets (photograph C).

The whole contract was completed three days ahead of schedule with a weight limit restriction of 1-10 ton elephant until the concrete reached its twenty-eight day strength.

The contract value including demolition was of the order of £40,000.

A. E. Hotsh.



THE SWANHUNTER GROUP



GEORGE MURRAY
EDITOR—SWAN HUNTER NEWS

THE SWAN HUNTER GROUP is the largest shipbuilding and ship-repairing consortium in Europe—and one of the world's big three.

Its activities span the globe with some 33,000 employees in ten shipbuilding yards in the U.K. and in twelve repair yards at home and abroad. It also controls or has interests in various other enterprises including engineering, brass founding and civil engineering.

The origins of the group go deep into the 1840's when early steam colliers were built on the River Tyne.

In the modern sense the group is a little more than four years old, and following the pattern advocated by the Geddes Report merges a number of smaller shipbuilding yards into a comprehensive unit capable of supplying a variety of ships ranging from tiny 500-ton trawlers to the giant 253,000-ton (deadweight) tankers which are regularly launched from the shipyard at Wallsend-on-Tyne.

Between those extremes is a range of types and tonnages of ships the like of which no other shipbuilding concern in the world can offer.

Largest among the shipbuilding concerns is Swan Hunter Shipbuilders Limited whose Headquarters, along with that of the Swan Hunter Group is based at Wallsend.

It brings together the former Swan Hunter—Wigham Richardson Company

with two building yards at Wallsend and Neptune on the north bank of the River Tyne; the former Vickers-Armstrong Naval Yard, also on the north bank at Walker, and two yards south of the river, Hawthorn Leslie's, Hebburn and John Readhead's, South Shields.

In January 1969, with Government help, the group took over the Furness Shipbuilding Company at Haverton Hill on Tees which had been scheduled for closure with a loss of 2,800 jobs to the region.

That yard was merged into Swan Hunter Shipbuilders which now controls five Tyne shipyards: Wallsend and Neptune—with 6,000 employees; Hebburn shipyard with 2,250 employees; Walker shipyard, 2,200 employ-

ees; South Shields (Readheads) shipyard with 1,400 employees and Haverton Hill shipyard with 2,600 employees—a total of 14,450.

Apart from a small ship-repairing division at Readhead's the entire productivity of Swan Hunter Shipbuilders is devoted to building work.

Wallsend yard was the first in the world to construct 250,000-ton plus tankers on a slipway and when the *Esso Northumbria* was launched by Princess Anne on 2nd May, 1969 more than 10,000 people crowded into Wallsend yard to watch the largest ship ever built in Europe slide into the water.

When she sailed on 8th February, 1970 more than a quarter-million people lined the banks of the Tyne to watch her departure. *Continued Page 6*



LAUNCH OF VISTA JFORD MAY 1972
LUXURY PASSENGER LINER NOW FITTING OUT AT NEPTUNE YARD

THE SWANHUNTER GROUP *(Continued)*

Since then Wallsend has continued to build super tankers at about the rate of one per year. More recently cargo vessels of much smaller proportions have been laid down alongside the giant tanker berth.

Wallsend also houses the most up-to-date steelworking facility in the world.

Opened in December 1971 this facility produces flat stiffened panels of up to a maximum weight of 100 tons for use in all five Tyne yards.

The fully automated steel facility speeds up the flow of production to berth level. It is integrated with a

comprehensive handling system and with a modern transport unit.

The advantage of this type of production is best exemplified by the use of flat stiffened panels built into the various types of vessels produced by the shipbuilding company.

A 250,000-ton deadweight tanker incorporates fifty-five per cent flat stiffened panels in its construction. The number of such plates in 167,000-ton deadweight oil bulk and ore carriers is fifty per cent; a large container ship forty per cent and a dry cargo ship, twenty-five per cent.

Wallsend yard also houses one of

the most up-to-date joinery workshops in the U.K., producing specialist furnishings for the shipbuilding company.

Adjoining Wallsend is Neptune Shipyard. In the past this yard has produced a number of cargo vessels with sophisticated self-loading shipboard derricks and winches and the first luxury passenger liner to be built for more than ten years on the Tyne was laid down in 1971.

Neptune yard has also built two guided missile destroyers and four other naval vessels are to be built there.



ESSO NORTHUMBRIA ON SEA TRIALS—1970

PEOPLE & PLACES

PLANT DEPOT NEWS

Morning All.

Very little chat this issue but loads of photos.



1. S.G.M.E. Batching Plant, capable of turning out eighty cubic yards per hour.



2. Blow Knox. PF90D.V. Paver. This machine has quite a few refinements fitted, including screed vibrators, single joint matching sensor, push button screed control and automatic feed control.



5. Schwing Concrete Pump Fitted with a 20m boom and a pump unit which can turn out up to seventy-two cubic yards per hour. Bought primarily for Birney Hill reservoir and expected to pump three days per week. We will be circulating sites with a programme of "free dates" shortly and hope to be "inundated" with requisitions for the pump. Why not make a date with Billy Lowe (to see the pump working-cheeky!) as only by witnessing the pump in operation will you appreciate its capabilities.



3. Stothert & Pitt 38RD Tandem Roller weighing 2.75 Ton. This machine was bought primarily for use on the lean mix which the batcher will be turning out and the PF.90 will be laying. The roller is also suitable for surface finishing work.



6. Department Eight Apprentices
The future "likely lads"
Left to Right.

Eddy Snowden—4th Year Fitter; John Farnsworth—Trainee App. Fitter; Schh—You know who; Peter Barge-well—Trainee App. Electrician; David Long—1st Year App. Motor Mechanic; Derek Forster—3rd Year App. Fitter; Eddy Fenn—Trainee App. Fitter; Brian Mudd—3rd Year App. Motor Mechanic.



4. Case 450 "Angledozer". Capable of hydraulic angling of the blade, both vertically and horizontally.

Welcome back to our General Manager Stan Sutton after a series of stop-go operations on one of his lugs. Welcome back also to Bert Fairburn, Office Manager, after his illness—Nice to see you back fellas.

Sad farewell to non-mechanical manager Alan Hutchinson. Blue Eyes decided he would try "pastures greener", managing for a cabin manufacturer, even though Ossie Lowery warned him he would be lost without the daily help he received from himself and John Hall. We had a "quiet" going away drink, at least that's how it started out but finished up knocking it back as if "prohibition" was about to be introduced within the hour.

I suppose you've noticed that Department eight news is once again hidden in the middle pages of the "mag". What a rotten thing to do to the best department in the company. Get out of that folks! If you can't stand the truth, write to the editor, not me.

Must dash off and get the fishing gear packed ready for the hols.. If you're good you'll get a dirty postcard from the Fairbairn family, if not, a stick of rock from Washington New Town.

Cheers'.

J. S. Fairbairn

PEOPLE & PLACES

TEESSIDE AREA

The special appeal for new contributors to *Teesside News* did not go unrewarded thanks to our Preston Road, Aycliffe friends and all the personalities who made their contribution possible.

Now "lads and lassies" the ball is rolling, let it snowball. Put your thoughts on paper and send the draft to me at the Old Persons Home, Cockerton, Darlington for inclusion in future editions of *Brimsnews*.

Don't miss "Dog Lovers Corner" commencing in your October edition of *Brimsnews*, all your "doggy chatter" can be included in this section.

A special opening feature will include details of the arrival of a prospective new starlet of the show ring at my Darlington kennels and is to be adopted by *Brimsnews* and will be "wor dog".

Name this dog—no prize given. The breed? you've guessed it "the rough collie" one of the most beautiful of the 103 recognised breeds of dog and certainly the most intelligent.

No further details can be given in this edition owing to negotiations with several of my top breeder friends for her purchase being incomplete at the time of going to press.

SUPER E FOR S.

*He travels round the sites
The terror, scourge of Brims
Boring all the agents
With his magnificent whims
Chorus*

*He doesn't like no swearing
No care has he for dollies
His only curse is blinking
His only loves are collies
He goes to bed each night a
smile upon his face
With one arm round his collie
the other round his case
Chorus*

*He doesn't like the alcohol
Or hippies with greasy locks
For if he drinks he may forget
And lose his precious (cash) box
Chorus*

*The call him S.
Super S.
And he drives the fastest Avenger
in the west
(Hope! Hope!)*

Brims phantom.poets
Stan Gregg

THE HEMLINGTON COLUMN

WELL, here we are again, hoping to establish a regular space in the Mag. We didn't get a mention in the last edition, so we have decided to come back with a splash.

SPECIAL FEATURE—The two gorgeous girls forking a lift are Barbara and Adele. Barbara joined the company in February, and she's the girl all you housing boys chat up when ringing the division office. Adele, the young lady in the striped dress has looked after us all on site for the past six weeks, and has certainly proved a morale booster.—How's that for fringe benefits lads?



WELCOME TO THE COMPANY TO—Jim Casey—foreman bricklayer. Jim has joined the team at Hemlington after giving up the sub-contracting game, and has a great squad of brickies going all out to break records with these metric bricks. IT'S QUITE TRUE THAT THESE BRICKS ARE MANUFACTURED BY CROSSLEY'S—NOT MOTHERS PRIDE.

Welcome back Joe Harker—finishings foreman. Joe has decided after a years spell with Bacal, that Brims is still for him. He worked for the company on the Courtaulds contract at Spennymoor as a foreman joiner and thinks its great to be back among the lads.

Welcome also extended to Malcolm Porritt—ganger. Malcolm joined us in May and is doing an excellent job for us. Previous to joining Brims, he was operating as a sub-contractor and has worked mainly in the Teesside area. Malcolm boxed professionally as a heavyweight in his younger days and doesn't take any stick!!

There's no truth in the rumour that John Prest has a certificate not to reproduce when he visits Hemlington!!!

Jackie Wailes claims that he does not chase Nigel Blythin with his Theodolite, but that Nigel does handle the staff quite well.

The photograph shows the five-a-side football trophy, presently shared between Hemlington and Thornaby—the match resulting in a draw. The two captains—Tony Cunningham (before his fate!) and John "Wiz Kid" Gibbons, both obviously delighted with the result.



BRIAN GILL, our resident G.F. has decided to take up bird-watching, after living like a monk for the past three months. We aren't quite sure which variety he's watching, but he's got a beautiful nest on site and spends most of his spare time building "traps" in the compound? There's definitely no truth in the rumour that he's buying after shave from "Vince" in the stores, who keeps screaming that his rubber gloves are disappearing.

THE LAST SLAB—This photograph shows the final block slab poured fourteen weeks ahead of programme. Every credit to the team on sub-structures now known as "Gillies Guerrillas", and feared by all and sundry. By-the-way, there's no truth in the rumour that Bill Chicken has taken up french polishing using a power float. The other two lads in the picture are—Barrie Shepherd and Bill Dunning.



JIM CASEY mentioned in the office last week that he was considering grounding Cliff and Eric after complaints from their better halves that they were developing roosting habits.

WELL, folks that's all for this edition, so just keep watching this column for the next episode.

Doug Lund.

GRETNA CHAT



"The very latest in nightwatchman's gear A La Gretna".

People and Places

My attention has been drawn to an article by the Ex-manager of "Brimfica" Gretna football club, in which he states that on a number of occasions, "Brimfica" proved to be very dangerous. As a skilled observer of football I would point out that the only time "Brimfica" were dangerous was in the public bar of the local ex-serviceman's club.

Taylor the "Silly Moo" goes on to say "We" showed an amount of good play but it was dampened by the lack of fitness ability of 75% of the team. Any "Pakistani" with ONE eye could have observed that not one player was even 15% fit.

These players feeding at the end of the month about midnight at chinese restaurants and from the middle of the month until cheque day on pickled eggs and fish and chips—although beer is their staple food—will go on to establish a world record in goals "AGAINST".

Under the new management of Q. S. Alan Rae there has been a distinct improvement, half time result is just coming in from their return game with Easttriggs United—this being the 13th June—the score is a coincidence thirteen goals to nothing against Brimfica. However, the manager is confident with the wind in their back and two substitutes "Brimfica" will hit back.

Football must be a great game when it reduces "big heads" and loud mouthed young men to whispering baritones.

Princess Anne is quoted by Jean Rook in the "Daily Mail" 14.6.72. as saying "sport is for fun—success does not matter".

Now to get our "players" (?) fit for work.

"Jackovtz".

P.S. Final result Easttriggs 18 Brimfica 1 (Penalty).

If this job is getting you down, read this and take heart

Letter from a bricklayer in Barbados to the firm for whom he worked:

Respected Sir,
When I got to the building, I found that the hurricane had knocked some bricks off the top. So I rigged up a beam with a pulley at the top of the building and hoisted up a couple of barrels full of bricks. When I had fixed the building, there was a lot of bricks left over. I hoisted the barrel back up again and secured the line at the bottom, and then went up and filled the barrel with extra bricks. Then I went to the bottom and cast off the line. Unfortunately the barrel of bricks was heavier than I was, and before I knew what was happening the barrel started down jerking me off the ground. I decided to hang on and halfway up I met the barrel coming down and received a severe blow on the shoulder. I then continued to the top, banging my head against the beam and getting my fingers jammed in the pulley. When the barrel hit the ground it burst its bottom, allowing all the bricks to spill out. I was now heavier than the barrel and so started down again at high speed. Halfway down, I met the barrel coming up and received severe injuries to my shins. When I hit the ground I landed on the bricks, getting several painful cuts from the sharp edges.

At this point I must have lost my presence of mind, because I let go the line. The barrel then came down giving me another heavy blow on the head and putting me in hospital. I respectfully request sick leave.

Anon.

"OUR PEOPLE MUST ACCEPT THIS CHALLENGE"

Says Ted

"In view of the current financial crisis the following figures may be of interest:

Population of the UK . . . 54,000,000
People 65 and over . . . 15,000,000

People left to do the work . . . 39,000,000
People 18 and under . . . 18,500,000

Balance left to do the work . . . 20,500,000
People in the Forces . . . 4,300,000

Balance left to do the work . . . 16,200,000
Local Government Works . . . 10,800,000

Balance left to do the work . . . 5,400,000
Over 18s still at College . . . 600,000

Balance left to do the work . . . 4,800,000
People in Hospitals, Asylums and Bogs . . . 1,300,000

Balance left to do the work . . . 3,500,000
Spivs and Layabouts who won't work . . . 2,700,000

Balance left to do the work . . . 800,000
People in Gaol, Labour Camps and Abroad . . . 779,998

2
You and I must, therefore, work harder, especially YOU as I am fed up with running this bloody country on my own."



SAFETY CHATTER

THE DIVIDENDS OF GOOD SUPERVISORY SAFETY EFFORT

It is apparent that real accomplishments in Safety bring benefits far beyond those so often detected by just casual observation. Safety need not be a Welfare or Employee benefit activity. It need not be an expense item, except through misdirected or half-hearted effort. Safety must be a major, full-time day to day responsibility of each Supervisor from heads of departments downwards. Where Safety performance is a positive factor in a man's chances for an increase in pay and advancement, where Safety is built into machinery, equipment and tools, and the employee-supervisor relationships at the workplace is a combined effort towards safe working, then any time or money spent on Safety becomes an investment with a high return in dividend, affecting both production and quality of the job in hand. Any site projects manager is the key man in any successful Safety programme. Safety and accident prevention requires his concentrated conscientious effort. Because it does, it is logical for the projects manager to ask "what's in it for me". These I believe are the dividends.

Through his Safety efforts the projects manager gains from his workpeople a greater acceptance of his leadership. Each employee wants recognition, he wants to be considered as an individual, he wants his feelings to be respected. On the other hand, he resents any action or comment of his projects manager that might be regarded as lack of consideration for his welfare, his comfort or his Safety. A safe place to work and a Safety-conscious management rank high among the things an employee looks for in his job. Likewise his family has an equal concern for his Safety while at work. Conditions are such today that competition among employers in offering a greater earning capacity, security and employee benefits has been largely eliminated, but there is still a basis for keen competition—in the offer of "a healthier and safer place to work".

It is quite apparent that the Safety efforts of any supervisor can play a constructive part in shaping the attitude of employees and others towards himself and his company. To be a leader the supervisor or projects manager must have the respect of the people he works with. To win respect he must first show respect. The

concern he shows for the man on the job is a sensitive indication of the respect he has for his workforce.

But this concern must be full-time and sincere. It must be a demonstration of the kind of personal interest the supervisor would have in Accident Prevention if his own sons were working on the job. No employee will accept lip service kind of Safety, a lot of which he received in this day and age. To win employee acceptance a supervisor of men must really want to operate a safe site that complies with statutory requirements and, by the example he sets, must let his workpeople know that he expects them to work safely too. This matter of a projects manager's winning leadership through his Safety efforts has important "by-products", because employees Safety awareness is so closely related to an employee's temperament, his attitude towards his work, his ideas of obedience, his sense of responsibility and most of all his respect of his boss.

Thus through a Safety Programme management can so easily demonstrate their concern for HUMAN VALUES.

'QUI COLLABORANT'

M. Curran

A BURGLAR CAUGHT SHORT?

Upon arriving at the Preston Road site at Aycliffe, site agent Howard 'hot-pants' Davison and David Dove couldn't help noticing pieces of broken glass strewn over the cabin floor, as well as unfamiliar footprints on the desk. Before very long (two hours), the gruesome twosome had put two and two together and decided that there had been a break-in.

The stolen items included one theodolite, one slide rule, one punch, one stapler and more seriously a packet of chocolate biscuits (the dastardly swines).

Having baffled the police, Howard decided to turn the case over to Alan James, not just a tea lad, but a name feared throughout the Aycliffe underworld. Alan tore off across the field, using his bloodhound like instincts to follow the trail of the criminals. Hours later he returned empty handed to report that several of Howard's notes, which had also disappeared the previous night, had been used as toilet

paper by one of the criminals (perhaps it was something in the chocolate biscuits).

This presented another problem for Howard how was he to extract information from the soiled sheets of paper without endangering his own health? Once again the intrepid tea lad was called upon to provide the answer whilst Howard stood six feet away with a peg on his nose, our hero held up the offensive articles and used his resources to clear the parts which had been more seriously obscured.

It was rumoured that having heard the bad news, the regional manager was heard sobbing in the lavatory and moaning "oh no it can't happen to me, not the chocolate biscuits".

Stan Gregg



Statement of the Month:— "I know you believe you understand what you think, I said, but I'm not sure you realise that what you heard is not what I meant".

(Think about it!)

Warning of the Month:— "Watch your tongue! Remember it is in a wet place and likely to slip!"

There is no truth in the rumour that the computer got the wages right this week.

For Sale:— One second-hand, slightly abused computer.

CARRY ON CANOEING!



This year's annual Venture Club summer expedition was to the wilds of Scotland's Caledonian Canal. A party of eleven set off from Newcastle, nine in a transit van, driven by Eddie (Timo MaKinen) Bradley. Andrew Marr and Brian May travelled by car towing the canoe trailer. Brian had gone to a lot of trouble for this expedition, frightened that the canoeing might prove too much for him. He had paid £3.00 to have a purpose made plaster put on his arm, telling everyone that he'd fallen and broken his wrist.

The journey up was fairly uneventful, the only high spots being, almost driven off the road by a herd of deer on Rannoch Moor and innumerable punctures on the canoe trailer.

The canoeing started a day late due to heavy rain and everyone changing their minds about canoeing and deciding that Fort William's beer would be as good as any we would get anywhere. Sunday morning turned out to be fine and sunny and an unusually early start was made at 10.00 a.m. The first four miles were up part of the canal and this was pretty easy going. A break was made for lunch at the first set of locks and here we had to carry the canoes around. We had canoe trollies which strapped around the canoes. However, these proved to have minds of their own and it was nothing for them to unhook themselves or cast a wheel in the middle of the road so that the unfortunate canoeist brought traffic to a standstill.

After everything had been carried round the party set off again up Loch Lochy. Andrew Marr took the lead here, but unfortunately, he burnt himself out after an hour or so and for the

rest of the week canoed at the rear of the party. He said that he was there as a rear guard in case anyone got into trouble, although the general opinion was that he was a bit past it. However, in the evenings he was usually in pole position whenever the local hostelrys were visited.

On Loch Lochy we canoed up till about 6.00 p.m. without incident, then the wind became stronger and the waves higher and it became clear that we shouldn't be there at all. As the rest of the party canoed on, two canoes started to leak badly and at about 8.00 p.m. Dave Rose, John Little and Ian Lawson had lost touch with the rest of the group. Then disaster struck, one of the canoes, already with a fair share of water in it, hit a submerged tree trunk and started to sink, fortunately this happened only ten yards from the shore. Ian Lawson jumped out to drag the canoe to the shore. This type of action is not recommended for anyone with a weak heart, as at that time of night, Scottish loch water beats the arctic for temperature drops and paddling about waist deep in it is definitely worse than brass monkey weather.

As John Little came in to the rescue he ripped the bottom out of his canoe on the rocks. So there we were in the middle of the Forres Forest, miles from civilisation without food or more important drink without a pub for miles. Fortunately, a rescue party consisting of Andrew Marr and Max Graham (who always went paddling, dressed for the cold, in green slacks and black dress boots) came to our aid. We carried the gear back to the camp site through the forest only to

find more trouble. John, the chief Brims bungalow builder, Crawford, had appointed himself head chef and not content with this decided to do a fire raisers course, not intentionally, as it turned out. He dropped a gas cylinder as he was changing it and it caught fire from the primus. This set the brushwood alight and as Forest Ranger Crawford stepped in he soon found that he burnt as easily as the forest, giving himself a nice style in half singed hairdo and a pair of legs that would have been at home in a Berni Steak bar—medium raw. (On a serious note, this was the first accident of any kind on a Venture Club expedition and shows how easily a simple thing like a gas stove or a primus can become a potential killer if not treated with respect). Next day he was taken to hospital by our motorised rubber dinghy for treatment, whilst half the rest of the party carried on down the loch battling against six foot high waves.

At the next campsite Eddie Bradley, ever keen to do a spot of bird watching, had an argument with a swan at the loch side and was chased by it for quite a distance and was bitten by it as he tried to stick the boot in. His story just missed the daily press and he had to be content with headlines in the *Sunday Post*.



The next day was spent drying out our gear and soaking up the beer in the local pub. The next few days passed without incident in really warm weather with John Crawford and Ian Lawson doing the sensible thing and taking the tourist routes up to the camp sites by car, travelling only between the hours of 9.00 a.m. and 10.30 a.m. and 3.00 p.m. and 5.30 p.m. so as not to miss demonstrations of the local drinking habits and customs. *Continued back page*

CARRY ON CANOEING!

cont'd

On the last day of canoeing, a lunch break was taken at a lochside hotel for a couple of hours and when the party set off again with Brian May and Dave Humphrey in the rubber dinghy it was clear that it was just as well there were no breathylisers on the loch; as with about a mile to go Brian decided to see if his £3.00 plaster was still water tight while doing a bit of dinghy surfing. One extra large wave soon stopped that and they were capsized in the middle of Loch Ness. It was here that Andrew Marr's rearguard actions came to the fore as he rescued them after leaving them a while to flounder about and sober up.

That day John Crawford had been admitted to Inverness Infirmary for his burns and was to stay there a fortnight. After a last visit from us, we set off from Inverness to Lossiemouth, having abandoned the idea of the trip down the River Spey as time had run out.

The Venture Club annual dinner took place at Fochabers, where Bob Sinclair proved himself an expert at making Gaelic coffee, with Scotch Whisky.

John Crawford is now home again and is on a special course of treatment made up of a twice daily dose of Fed' Special.

The return journey took us through the heart of the Cairngorms amid reminiscences of soaked clothes, half cooked food but good beer and great crack on an enjoyable and certainly unforgettable holiday.

The following attended: Eddie Bradley, John Crawford, Max Graham, David Humphrey, Ian Lawson, John Little, Andrew Marr, Brian May, David Rose, Keith Shannon, Bob Sinclair, Lyle Weatheritt.

I. Lawson.

WANTED COUNTRY PUB GRETNA GREEN VICINITY

Suitable Property for conversion.
Full particulars to Pub Convener.

T. J. Dodd
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CYGNET CLUB

SPORTS REPORT

Since the last edition of *Brimnews*, Brimfica have had a number of home and away matches without very much success in the way of wins. The team have suffered from a number of players being injured i.e. Brian May sustained a broken arm while trying to negotiate a 3" step, Keith Blacklock with housemaids knee and Terry Burns with matrimonial debility.

Due to these injuries and holidays our project manager "Dixie" Dean was seconded to the team when we played Dumfriesshire County Council. In the first thirty seconds Dixie made a devastating run towards the opposition goal; was unable to stop; collided with the ball with both knees and made the score 1-0 to Brimfica, the final score being a resounding 5-1 win for the team.

At present most local teams are taking a break but fixtures are being arranged for the Autumn.

J. I. Taylor.

Brimfica 0 Springfield	4 away
Brimfica 1 Springfield	3 home
Brimfica 5 D.C.C.	1 home
Brimfica 4 D.C.C.	3 away
Brimfica 2 Bank of Scotland	4 away
Brimfica 1 Bank of Scotland	2 home
Brimfica 1 East Riggs	18 away
Brimfica 3 East Riggs	8 home
17	43

DARTS—Hemlington—v—Yorkshire Dragoon—"hic" they're at it again folks!!

Hemlington scored a victory five games to four over this internationally famous side, who played in Spain quite recently, and after a return match at Nevilles Cross, we will be willing to take on any challengers.

Get well soon to Apprentice Bricklayer Jeff Alloway at present in hospital and also John Crawford, recovering after burning his legs on a Venture Club Outing.

What is the Lighthouse Club?

The Lighthouse Club was first established in 1956, by a group of construction men, who met at the Ministry of Public Building and Works Exhibition, held in Gosforth Park, Newcastle upon Tyne. The St. Mary's Lighthouse, Whitley Bay, was taken as the symbol of the club.

Shortly after its inception, the principal object of the club became the provision of a benevolent fund, for the purpose of giving financial assistance to the families of men, who are killed or injured while employed in the Construction Industry. An important feature of the operation of the benevolent fund is that assistance can be given within twenty-four hours of the need arising. During 1970 for example, over £13,500 was distributed in this country.

There are now twelve branches throughout the British Isles and associated clubs in Holland, Germany, South Africa and South America.

STOP PRESS

Head Office says farewell (and good riddance echo the Buying Department) to David Coulson who has moved to our Southampton Office as Area Buyer. We hope David and his wife soon settle down, along with our other exiles and wish him well in his new appointment.

Congratulations to Mrs. and Mr. Malcolm Crozier on the arrival of baby (Christopher Charles). Mother and son are doing fine and Dad's not so bad either.