
CONTRACTS RECENTLY COMPLETED . . .

St. Catherine's Dominican Convent, Newcastle. Opened by His Lordship Bishop Lindsay on Saturday 2nd June.

This 18-month contract, worth about £300,000 comprised two schools, a nursery and junior, a chapel, living quarters for the sisters, dining halls, kitchens etc.



Newcastle Airport Hotel officially opened 25th April by Viscount Ridley, Chairman of Northumberland County Council. The hotel contains 104 bedrooms all with private bathrooms, telephone, radio and television. A function suite which holds 400 people, dining rooms, bars etc.

This 18-month contract was worth approximately £450,000.



Broadway/Links Road extension for Blyth corporation, officially opened by Alderman Elder B.E.M., Chairman of General Purposes Committee on 11th April. This 12-month contract worth around £250,000 comprised 2600 metres carriageway, 600 metres of which is dualled, together with three roundabouts.



. . . AND ONE ABOUT TO COMMENCE

The Lord Mayor of Newcastle (Alderman Arthur Grey) turns the soil to mark commencement of the new Murray House Community Centre and Youth Club, a 12-month contract worth approximately £140,000.



BRIMS FOLK



BRIAN YOUNGS in discussion with
ANDREW MARR

A.M.M. The fourth in our series of interviews with Company staff invites you to meet Brian Youngs, chief Quantity Surveyor.

Brian, who is forty years old, has occupied this position since he returned to the Company some two-and-a-half years ago.

I asked him to tell us of the early days when he first entered the profession.

B.E.Y. I was educated at Heaton Grammar School and left after matriculation at the age of seventeen to become an articled pupil with a firm of Chartered Surveyors in Newcastle—where for the princely income of nothing, I trained for five years. The only financial concession I did obtain, however, was 9d. per hour for any overtime worked.

A.M.M. One hesitates to use the phrase "Times have changed", but at least trainees nowadays do earn a salary whilst they train and do not generally have to spend three evenings a week at college after completing a hard day's work.

As one who has come up the hard way, how do you see these changes?

B.E.Y. I would certainly support whole-heartedly the emphasis today on realistic training. If we expect young men to commit themselves to a career which involves hard effort and long hours of study then, in my opinion, with the opportunities now open to them they should have the backing and support from industry which I am glad to say is now being given. A high failure rate in training for a profession achieves nothing.

A.M.M. On completion of your training I understand you were involved on a number of large power station contracts as Site Quantity Surveyor and sandwiched in the

middle were two years of national service in the army.

B.E.Y. Yes—I joined Merz & McLellan in 1955 where I worked on Stella Power Station on the Tyne. Between 1957 and 1959 I was invited by H.M. Government to take part in National Service and I joined the R.E.'s as a Sapper and subsequently progressed all the way to the rank of Corporal. I think I must have been the oldest national serviceman, the lowest paid Sapper (14/-d. a week) and then the highest paid Corporal. *(He doesn't say how much but suffice it to say that this state of affairs came about through reading the small print—a habit he has not lost to this day.)*

As confidential clerk to the officer commanding, I was responsible for sorting out all the problems, which notoriously, soldiers who have no battle to fight seem to attract. The experience left me a wiser and more careful man.

On demob I re-joined my former Company and moved to Chapel Cross Nuclear Power Station near Gretna. This is easily recognisable as the Power Station with the unusual shaped cooling tower—a bump in the middle—(an addition for which the contractors did not receive an E.O.).

It was on this contract that I signed the biggest final account of my career to date.

From Chapel Cross I transferred to West Burton Power Station in the midlands where I spent eighteen months as Site Quantity Surveyor. It was here that I learned from a contractor's surveyor an expression which has remained with me ever since "The contractor must be paid for everything he does—at least once!"

A.M.M. After your professional training and some light relief in the forces you seem to have specialised in Power Stations for several years. When did you join Brims & Company?

B.E.Y. I was the first Quantity Surveyor ever employed by Brims when I commenced in 1962—to be followed shortly afterwards by Alan Rochester.

This partnership formed the basis of our Quantity Surveying activities with Alan looking after the building side and myself after civils as Quantity Surveyors in charge of the department until the appointment of Mr. N.L. Ireland in 1966.

During the mid 1960's I was directly involved in two of the largest contracts in the Company's history, namely those connected with the Tyne Tunnel.

A.M.M. Having established yourself and a small but growing department within the Company you decided to go elsewhere in 1969 to join E.P.D.C. as Chief Quantity Surveyor at the Alcan Smelter.

What decided you to make this move?

B.E.Y. It was really a move cultivated to further my own career. As Chief Quantity Surveyor on the Smelter, a contract of approximately £22m. value, I had a staff of nine Quantity Surveyors. This contract not only gave me a deep understanding of the I.C.E. Conditions from the Consultant viewpoint but also provided an immense variety in the type of Civil Engineering work undertaken.

A.M.M. As the Alcan Smelter contract was coming to a close you re-joined this Company at the end of 1970 as Chief Quantity Surveyor and have been responsible for the activities of this department under Mr. Ireland ever since.

Since your return you have been involved in a number of the Company's societies and clubs—which of these has occupied most of your time?

B.E.Y. I have been an active member of the Management Study Group—an opportunity which I find both stimulating from the learning point of view and rewarding for the opportunity it gives to meet new staff from all departments, offices and sites. I am also a member of the Cygnet Club committee and take part especially in its golfing activities. In fact, my main interests outside work revolve around golf, a sport at which I am no real expert, but one in which I am enthusiastically involved.

A.M.M. Perhaps, in conclusion, you could tell us a little of your home life and interests.

B.E.Y. I live in Stakeford with my wife, Joan, my two daughters Maureen—sixteen, and Wendy—twelve, and (the reason for my greying hairs) Richard, who is two-and-a-half!

I am Chairman of the Bedlington Adult Association which is responsible for organised adult social and educational activities in the Bedlingtonshire area under the overall umbrella of the County Education Committee.

A.M.M. One final question—where did you get that tan?

B.E.Y. There are a number of theories currently in circulation an' de one I will agree to de publishing is dat my father insist dat he no put de milk in his coffee!

NEW CONTRACTS

INTERNAL STAFF VACANCY

Approx Value

Department 1—Civil Engineering	
Extension to Apprentice Training Centre (Swan Hunter)	£64,000
Covered Tennis & Squash Courts (Northumberland L.T.A.)	£75,000
Reconstruction of load and Ancillary Works to Range R8, Spadeadam (D. of E.)	£80,000
Extension to Gantries and Prefabrication Shop (Swan Hunters)	£214,000
Repair to Trench at Blyth Power Station (C.E.G.B.)	£26,000
West Mains Road Improvements on A1 (Northumberland C.C.)	£388,000
Department 2—Building	
New Coil Store—Sunderland (Thorn Heating)	£92,000
Youth Club and Community Centre—Newcastle (Trustees of Murray House)	£138,000
Earthworks—Spennymoor (Courtauld's Eng. Ltd.)	£48,000
Eleven Factory Units—Teesside (Cannon Park Regional Centre)	£203,000
Extensions to James McKinlay School, Redcar	£257,000

BUILDING ESTIMATING

The Company wishes to recruit additional Building Estimating Staff and we are looking for men from within the Company who have had several years' site experience who might be interested in discussing the opportunities open to them in this field.

Should you be interested in learning more then please contact, through your superior, A.M. Marr at Head Office.

EDITORIAL NOTE

The article in our April issue on The Post Office Central Marine Depot listed B. Brewer as Agent.

As all our Southern brethren know, Ron Green is in fact Agent and this note is issued to correct the fact.

CONGRATULATIONS TO:

Eddie and Angela Snowdon on the birth of their son on Thursday 7th June, 1973. Eddie is an Apprentice Fitter at the Plant Depot. Both mother and son are well.

THANK YOU

I wish to convey my sincere thanks to all those throughout the firm who, during my recent spell in hospital and convalescent home, sent many gifts of flowers, fruit, choccs and books, also numerous letters and "Get Well" cards.

To those who managed to spare the time to visit me—an extra thank you.

Elsie M. Foster.
Transport Depot.

STOP PRESS

LETTERS TO THE EDITOR

Dear Sir,

The Company (or at least certain individuals within it) often speak with pride of the social activities that take place during the year under the umbrella of the Cygnet Club.

As a regular reader of *Brimsnnews* a more sceptical viewpoint would result—prompting such questions as:—

a) Does the Cygnet Club Committee know of the existence of *Brimsnnews*?—if so, why does it ignore the magazine for advertising the programme of activities, etc?

b) Does the Cygnet Club ever hold any functions?—if so, why are they so infrequently reported in the magazine?

c) Do the Committee ever try to communicate with non-members and more particularly new staff? The magazine provides an ideal vehicle for such communications—why do they fail to use it?

d) Do the Committee ever invite new staff to join? I suggest that they do not and that the procedure for doing so is not working.

It seems reasonable to conclude from the foregoing that the Cygnet Club is some form of secret society that only communicates with its members and then bemoans its static membership. Surely the Secretary can find the time to report to the magazine with at least the "remainder

of the programme" for the year and possibly some indication of what is going on ... for the benefit of new staff and prospective members.

Watchdog-

Dear Sir,

An examination of the content of *Brimsnnews* over the last twelve months would promote a number of questions—such as:—

i) Does the Editorial Board have a bias to the North-Western and Southern areas of the Company and thereby preclude contributions from North-Eastern staff?

If there is no bias then one must ask:—

ii) Does anything happen in the North-East? Particularly on Teesside.

iii) Is there no CRACK in the North-East?

iv) Are the staff in the North-East so ashamed of what they are doing that they do not contribute freely to the magazine? OR Are they simply self-centred and disinterested?

v) Does anything ever happen in Head Office?

Perhaps you may be able to enlighten me by answering such questions.

Watchdog

A glance at the ensuing pages may answer your query.

Ed.

TEESSIDE CHAT

Department 1 started work on Teesside at the end of June last year, previous articles to the *Brimnews* having been stopped by 'D' notices.

The initial contract was Bowsfield Interceptor Sewer this being the first contract let by Teesside Corporation Main Drainage Section and aimed at reducing the pollution of the River Tees.

The work consisted of 2500 metres of 675 main pipe, approximately 1000 metres of which was over 6 metres deep and the construction of various underground bungalows. These were called storm overflow and measuring chambers on the drawings.

Freddie Todd and his all stars (ex-New York and Seaton Valley Drainage) set to work in July 1972 and soon made good progress with the pipelaying—Eric Werndly keeping them going in the right direction. A feature of the work was several curved cast insitu inverts, the formwork for these looking like the keel of Noah's Ark. Formwork drawings have been sent to Swans as they may come in handy if we have a wet summer. Work was completed by the end of February 73, Freddie and his men moving on to Hetton Staithes.

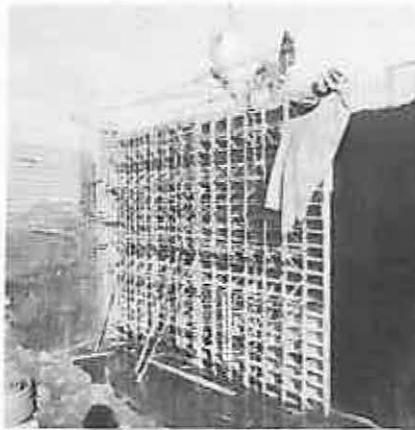
Hard on the heels of the Bowsfield contract came the A167 improvement between Dalton and Great Smeaton for North Riding County Council.

Brian Hart (man with suitcase) and David Liddell keeping their eye on things.

The work consisted of one mile of carriageway which was to take out some bad bends on the existing A167. Earthworks started at the end of July and topsoil stripping revealed that someone had moved the boulder clay and replaced it with running sand, the motor scrapers being replaced by draglines. However, thanks to a good effort by Brian and Dave, assisted by North Riding County Council, led by R.E. Bill Harris, the job was completed on time.



A174 Road Bridge in progress.



A174 Road Bridge in progress



A174 Road works Kirkleatham

October brought the A174 Improvement Greystones to Kirkleatham for Teesside Corporation Motorways Section; 2.8 kilometres of dual carriageway with an interchange at the entrance to I.C.I. Wilton. This scheme joining the Teesside Parkway which in turn joins the A19 diversion thus forming complete east to west link across the south side of Teesside.

Those at present leaving their mark on this tiny corner of rural England are Howard (Hot Lips) Davison the Sheikh of Stokesley, Graeme (Peter Pan) Adams, he uses palmolive you know. David Dove, David Inkles, and Eric Werndly (Assistant typists or so it seems from the amount of time they spend in her office), Russ Jones (last son of Geronimo and our latest discovery), Arthur Harris (super clerk or the man who couldn't remember to forget), and finally Joyce Murray the typist.

Things got off to a good start, the compound being sited between the vicarage and a pub. A little assistance with some footpaths at the local church and we were fixed up with a dry mild winter. Basically the job

consists of the duplication of the existing A174 so that the first job is to construct the north carriageway, which runs parallel to the existing road, divert traffic onto this, then rip out the old road and construct the south carriageway. Work is well advanced now on this and the traffic should be diverted by mid June; the whole of the works to be completed by the end of October.

The yard continues to give good service; especially Les Stamp who likes to chat up the typist. Anyone on Teesside who needs a fitter ring Eston Grange 56751 or start a better-looking typist, and we'll ring you.

Social activities include frequent visits to the Blue Bell followed by a guided tour of Teesside night life led by Howard. Coming attractions being a darts match between Brims (the Red Arrows) and Ready Mixed Concrete.

We are also at present working for Big Brother in Smith's Dock, Southbank, where Chris Norris and Mick McNally are leading the attack; however information is still classified and will have to wait for future additions.

J. G. Wood.

CONTRACTS NEARING COMPLETION ON TEESSIDE



Ormesby County School—Extension and alterations

Contract Value—£216,000

Completion date—August 1973

Site Manager—R.R. Kendrew and D. Hoppes

Continued page 5

CONTRACTS NEARING COMPLETION

Continued



Stockton Health Centre

Contract value—£165,000
Completion date—June 1973
Site Manager—B. Grange



N.G. Bailey—Offices and Workshops

Contract Value—£65,000
Completion date—June 1973
Site Manager—J.W. Harker



Northern Gas Board—Transport Workshop and Offices

Total Contract Value (2 Stages)—£200,000
Completed date—now completed
Site Manager—J.R. Bell

SOUTHERN NEWS

DEPARTMENT 4—BUILDING

Congratulations to Maureen, our Girl Friday, who was married on Saturday, 9th June. Honeymooned in Jersey—lucky girl! Another marriage is that of M. Curtis, Q.S., he's talked of nothing else for the last six months, now on honeymoon in the Canaries. Let's hope he shuts up now and gets down to work!—the newness soon wears off! (Sorry Mike.)

Our Estimators are having a lot of hard luck, always second—never mind, Frank, keep your chin up, it can't go on forever.

On the work front.

Fort Southwick was completed on schedule, in fact the externals were three months ahead of programme, thanks to Ted Andrews, Agent, and Foreman Dave Iredale.

New contracts obtained recently are the Hardmoor Copse School, Southampton. Vosper Dibben & Vosper Youngman, both of these are in Vosper Thorneycroft's Shipyard, Woolston, Southampton.



The Andover contract, a Turn-key project, is well under way. The photograph shows only part of Unit I floor area. We are at present laying 350-400 sq. metres of floor slab, power float finished, per day. There is a total of 14,000 sq. metres of floor area in the three units to be constructed. Completion is required by November 1973.

Keep those details flowing Gerry, you know it's a bonus we're after.

Portswood Transport Depot is well under way. D. Iredale, Foreman, ex Fort Southwick, has taken over from J. Lyness who has left for pastures new.



Post Office Central Marine Cable Depot.

Agent Ron Green is back in harness again after a spell of illness. Glad to see you back and fit again. The enclosed photo shows how close we are to the Dock quay wall—a large container ship's bow is visible alongside the building. Ted Andrews has been standing in for Ron Green in his absence and has now taken over as Agent on the Portswood Transport Depot and the new contract at Hardmoor Copse School, Southampton.

P.S. After Hullock's quip last month about Everson House warming, it had to happen. About fifty of Brims personnel were present and a good time was had by all.

P. R. Everson

DRAMATIC NEWS!

It was "Jingle" all the way at The Chandlers Ford Methodist Hall where Colin (say no more!) Hullock starred, hilariously miscast(?) as the bumbling incompetent in the title role of Lord Arthur Saville's Crime, an adaptation of an Oscar Wilde story. The first-night audience was visibly reinforced by a contingent from the Western Docks Contracts who forsook the delights of the local four ale bar in time for Scene II.

An unfortunate and as yet unexplained after effect, the R.E.'s staff's attitude to impassioned pleas for extra payments, appears to have hardened considerably!

A Docks Board Friend.

A STAR IS BORN (Again)

As already noted C.A.H. competently discharged his role in the play with no prompting from back stage, the only vocal assistance offered was by an exiled Scotsman and "Say no more" didn't fit into the dialogue at the point it was offered.

Our fashion correspondent (sexy Adams) was most taken with C.A.H.'s costumes and nominates him for the best dressed Agent of the year award, but for the zip which couldn't rise to the occasion the button which pinged (exposing we'll say not what) and that short trouser leg, the reason for which has yet to be adequately answered. Any person living or not, having a

LYNDHURST SEWERAGE MODERNISATION SCHEME

After great pressure from the ebullient "Northerner" Colin Hullock, I have been forced to publicise that Brims and Co. are paying a few selected staff to work in the heart of the New Forest, surrounded by trees, wildlife, a golf course or two and three and a half thousand "landed gentry" of this prosperous region.

The forest has changed little from the time that William the Conqueror first appropriated the land, all twenty-five thousand acres of it, until last May 1972 when Brims first arrived on the scene to construct this Disposal Works and associated pipelines. It is worth approximately half a million pounds and the client is the New Forest Rural District Council.

Peter Beaumont, joined later by Mike Riley, have whipped up the local "foresters and backwoodsmen" to the labour force of approximately twenty men. Amalgamated with the craftsmen of our Sub-contractors Fourwais and M. Passingham; the magnificent total of thirty-three stout men would have gratified the Norman tyrants of William's day.

Apart from the holiday influx of tourists who flock to the site, just off the main A35, to collect camping permits or fill their kettles, we have remained in fairly stately isolation and have been able to get down to a little graft and take advantage of the "dry" winter.

Our first task was to float the access roads on mats of heather to get to the allotted site area from the main road. We trust we made good use of M. Ferris's generosity of "free" crushed concrete from Fawley as we have had no trouble in getting about in the Works as yet.



The Treatment Works is designed to give an increase development potential at Lyndhurst to a population of 6,000 people with provisions for additional construction to boost the figure to 9,000 at a later stage. The layout consists of four Pumping Stations, a detritor unit with balancing tanks, three percolating filters, one storm tank with capacity for 57,300 gallons, two sedimentation, two humus tanks, a sludge thickener tank and sludge treatment building.

The other portion of the contract was to lay approximately 6,500 metres of pipelines consisting mainly of S.I. pipes. At this stage in time we have constructed 5,000 metres of sewers and rising mains and we have come to the conclusion that the geology of this area, Middle Eocene, covered with fluvio-marine drift, does not lend itself to excavation. We have other words for the ground conditions but it is usually referred to as "running sand". Judging by the enormous heaps of surplus that keep appearing from any excavation I would think that the pipeline boys have successfully lowered the whole area of Lyndhurst by several feet in their attempts to "open out" a couple of trench lines.



The major proportion of the pipe excavations, and the most difficult, have been executed by the amazing John Storey and his Leibherr 921. They have partnered up to become adept at flitting across bogs and marshes whilst laying pipes to the disbelief of the locals who point to the graves of their long lost tractors and mechanical machinery.

Apart from getting the engineers, Messrs. T. Goodwin, K. Willetts, B. Pearce and P. Griffiths, to look through the right end of the instruments, we have had few problems. We have made use of the latent talents of our Senior Fitter, Bill Jennings, and successfully completed three cofferdams, the largest of which is 28'-0" deep. Bill also came in useful for checking the sparking plugs of our cross-country transport. He declared that "Donna", the site pony, all thirteen-and-a-half hands of her, is running well on all fours:

Well, that is about it from Lyndhurst. It only remains for us to wish that Brims Southern will manage to keep up the trend of construction in the wilds and find us similar pastures in the near future.

K. Harman.

SOUTHERN NEWS

Northern knowledge of C.A.H. who can provide a plausible solution to this phenomenon is requested via the channels of *Brimsnews* to lay bare the secret and put the matter to eternal rest, or at least for as long as it takes Newcastle's Football Team to win another competition (whichever is the shorter).

Signed
Your friendly
neighbourhood Site
Staff and others
(namely John Donald).

How to spot a happy cyclist
—Look for the dead flies on his teeth!

We welcome newcomer Terry Gale who has joined the clerical staff at 14 New Road as Copy Typist/Clerk. Terry's home is at Warsash, situated on the Hamble River and so well known in the South for its boating and yachting activities. Warsash is also famed for strawberry growing, so we are all hoping. . .!

OBITUARY

It is with deep regret that we have to report the death of Pat O'Sullivan, who was a Concrete Ganger in the Western Docks. Pat died suddenly while on Company business in Bournemouth. Pat was very cheerful and well liked Irishman and will be sadly missed by his family and friends.

HOUSING

We have a Motto by courtesy of Tony Cunningham, **SEMPER IN EXECRETUM SOLUM PROFUNDUM VARIAT.** (We are always in the . . . , only the depth varies.)

Being what we are, we try to rise above it, if only for our own comfort. We have so many characters with us that it is only possible to mention a few.

THORNABY

The first twenty-two homes were handed over last month with a flourish of a golden key by the Mayor of Teesside and the clink of sherry glasses.

The completed areas are a credit to everyone involved, the photograph shows a few from L to R.



Bill Holmes—finishing foreman. Jimmy Kidd—Stores and Materials controller. Mike Robson—Engineer. Stan Fisk—finishing foreman externals. Joe McBurney—Structures foreman and Mr. Shackley.

It's a pity Shirley the site's Girl Friday isn't on to add a little glamour.

Joe McBurney is the Mr. Micawber of the site, his daily labour report always shows 25% more bricklayers on site than Gerry Arbuckle the G.F. can count.

Bill Holmes seems to be working for the Plumber; it is not true that his sideline is baptisms.

Jock Bradley is convinced that Mr. Bradley on the Pug mill builds up that heap of sand to hide from him.

Mr. Shackley does know that the C.O.W.s Bill Bruce really loves him and Stan Fisk wants to know what he has done to be sent to Thornaby, (it's better than Coventry).

Tom Stuart who has recently joined us as foreman joiner must wonder

sometimes what he has let himself in for. It could be Mary's bacon sandwiches or John Gibbon's Escort on Measurement day.

SACRISTON

We could have sold these houses twice over they look so good.

Billy Mays is pushing for early completion to allow the team to concentrate on the next job for Thorn Heating at the Team Valley.

John Thompson will be going on to the Private Housing site at Hexham for Brian Rudland shortly; we wish him every success.

REDCAR

105 houses erected since Christmas despite the vandals. Last week we found a nail driven into each of the fork lift tyres. Someone down there loves us.

Brian Appleby says: Eddie Cowan is trying hard to form a band in the digs with Jack Cleghorn, Geordie Gladstone and his mates, but Tim Bradley prefers Thirty-ones and Ken Williamson the foreman bricklayer just likes to get on with it.

This is the plum job O.K. Redcar races over the fence and everyone has a great tan from the Ethylene plant across the fields, washed down with a cup of tea from Kathy the boss.

HEMLINGTON

Were so busy that their contribution was:

The contract consists of 270 traditional dwellings for Teesside County Borough including thirty-seven Aged Persons' Bungalows all linked to a Warden's flat by an intercom system. The site is working towards an Autumn '73 completion date.

Contract value—£1 million approximately.



Site Staff

A. Cunningham—Agent
B. Gill—General Foreman
D. Brodrick—Q.S.
S. Flint—Cost & Bonus
T. Short—Cost & Bonus
L. Hall—Foreman Joiner
T. Cryer—Foreman Bricklayer
M. Porritt—Ganger
V. Northam—Storekeeper

Where has all the CRAK gone? Possibly it was lost on their weekend to Majorca.

STOCKTON

Forty-eight homes in a web of old Gas, Water and Electricity services. Les Reid is shouting for Tim Bradley and Mike Robson, our two Engineers, to bring their knitting needles and help Mack to work it out.

We all of us appreciate the help from other departments and would like to say thank you.

There is still over £2.7m work on existing housing sites to complete but we are looking to the estimators to keep us in trouble.

Our management techniques are improving every day. Matt Curran's latest memorandum "Hints on First Aid Treatment" was particularly useful for the following.

Shock When we get the Q.S. valuation
Internal Bleeding When Colin Todd's costs come out

Dislocation See Andrew Marr

Concussion When we find out what we have in the Bill

We have only recently started to control site staff costs (by the coffee pot) as used by one of our more progressive civil agents. Whilst we have not developed it fully, we do recommend this coffee pot method as the one most likely to.

It is based on twenty full mugs from one ounce of cheap instant coffee. ∴ One ounce will water six staff three times a day with two mugs for visitors or four cups if you get a crowd.

The system is fool-proof. Any increase in staff is immediately thrown up by the increased coffee consumption, which is of course carefully monitored by you keeping the coffee and the scales locked in your drawers.

Nil carborundum and remember "When you get to the end of your rope, tie a knot in it and hang on".

A. Porter.

PLANT DEPOT NEWS

Good morning all, and if you happen to be lying in bed—Hello Again!

SOUTHERN PATTEN CHATTER

We, that is me and my feet are still recovering from our trip to the sunny Southern sites, which proved to be most enjoyable and to say the least, productive. It proved to be a good example of inter-department relationships and stimulating conversations. Choice greetings such as "So you are Jack Fairbairn" and "Nice to see you AGAIN!" and "Wad di ye want?" from a Geordie exile, were but a few of the milder salutations. Various arguments took place during the visit but the final score ended up:—Southern Region fifty points, Plant Depot fifty points,—a favourable score you may think, but it must be remembered that THEY supplied the referee.

The boy Hullock's advert. in the last issue headed "Reported Missing from the South" and referring to my absence proved to be out of date as I had actually returned North by the time the *Brimnews* was printed. Tut tut Colin, don't look now but your grapevine's slipped.

It was really pleasant to meet up with the boys (and girls) around the sites, especially as I had only spoken to a few of them over the 'phone and you know the pictures you conjure up about folk on the other end of a 'phone conversation. Ken Harman, Agent at Lyndhurst, did offer me a ride on his cuddy, said I had the natural shaped legs to fit, but being the modest, charming, unassuming person that I am, I graciously declined. I'd forgotten my spurs you see, and as any horseflesh lover knows, you must wear your spurs when you're dealing with horseflesh, even if you're eating it.

The only Agent who had any idea about a good hobby was John Harvey, Havant Incinerator, who like other well-bred personages, spends his leisure time sea fishing. We swapped various fishing yarns and agreed that he could relate better fish stories than I as his arms are longer than mine.

Mike Ferris and that so-and-so Lofty Mathews tormented the life out of me when I visited them at Portsmouth Dockyard. Lofty bet me a pint (wish I'd made it gin) I wouldn't mention his name in *Brimnews*. Well Lofty get your hand down kidda—here it comes again—LOFTY MATHEWS.

Bill Jennings, stationed at Lyndhurst for the moment, continues to uphold the honour of Dept. 8 and is assisted by Tony Weeks.

It's impossible to mention everyone I met during my visit but to those of you I did bump into—kind regards and see you shortly, I hope.

P.S. I told you what Sunderland would do to Leeds, didn't I?

NEWS FROM THE YARD

To add to our fleet of concreting dumpers we have purchased two Sambron (French Manufactured) high discharge, two-wheel drive dumpers, unladen weight 36 cwt. and carrying capacity of 2 Ton. The very high discharge height of 6'11" is gained by elevating the hopper vertically through two rams in a similar manner to conventional fork lift trucks. The dumpers are ideal, indeed were primarily purchased, for discharging concrete directly into our Schwing concrete pump delivery hopper, which has a hopper height of 4'8". They are also very good for discharging into crane skips or low level shuttering. At the moment both machines are working on our Birney Hill Reservoir contract, feeding the Schwing pump from the Benford Batching Plant.



Incidentally the dumper engines are fitted with electric self-starters, something we have never really tried

out before on small dumpers in this range and we're looking forward to comments from site on their efficiency or otherwise. I must admit I'm still partial to an old starting handle.

We've just received word from the Manufacturers that our Coles Husky 18 ton 4 x 4 Mobile Crane will be ready for delivery around mid July. This is quite a machine and is our first venture into the mobile crane field proper. Initially the crane will go to our Kendal contract for a period of approximately eighteen months and it is hoped it will be able to do the work of two crawler cranes on the "bridges" section, due to its mobility, fast—all terrain travel speed and almost instantaneous erection of the telescopic main boom. I was very impressed when I had a test drive, especially with the cab and control lay-out. The safe working devices are quite sophisticated and leave absolutely nothing to guesswork. It's well worth a look if you're anywhere near Kendal site, end of July.

INDUSTRIAL RELATIONS

Paul Robinson, Agent, and Freddy Todd G.F. called into the Yard to discuss their Plant requirements for the Swan Hunter Gantry contract. Amongst other things they required was a work boat which we're endeavouring to find for them. We understand Paul and Fred are at loggerheads as to who will be the Skipper and wear the peaked cap. Normally we don't enter into domestic arguments of this nature, but feel on this occasion Paul should give Fred his peak cap back. After all Paul, Fred always did fancy himself as Captain of the lugger. Should you hear him cry out "Left hand down a bit" as he brings the vessel alongside however; he should be suitably demoted (we suggest to cabin boy), or if you're in a queer mood and forgotten to take your pill, make him walk the plank, making sure it's a 12 x 12 to support his weight; also it'll keep Dan Dan the Cruelty Man off your back, especially if you fit toe boards. Oh yes, before I forget, Alan Williamson our Store-keeper says he doesn't care how many requisitions you send in. He hasn't got any sea-sick pills in his stores and suggests you contact Fred Werndly as he didn't mention the pills on his memo. to all sites regarding protracted deliveries of almost everything else.

PEOPLE & PLACES

PLANT DEPOT NEWS

DAN DAN

Being tormented by the Safety Officer in the Yard every morning is one thing, but when he brings in an Assistant Cruelty man, things are getting out of hand. Richard (Dick) Haswell has now taken up residence with Sir Matt at the Yard and no doubt the pair of them will be out spreading the gospel by the time this sheet comes off the press.

THE END IS NIGH

No doubt you feel the same way about Plant Depot News as you do about a good book; once you start reading you can't bear to put it down. We'd love to continue with the Depot saga, but our tough, cigar-chewing Editor insists on a thousand words only. Regretfully as the old-time comic used to say "Aye, aye, That's your lot".

J.S. Fairbairn.

TRANSPORT DEPOT NEWS

May we present the first of several new vehicles which will be brought into service over the next few weeks.

As you can see we have added quality to quantity and come up with the Leyland Clydesdale 10 ton tipper.



**SEE BACK PAGE
FOR NEWS OF
EXCITING
EVENT**

HEAD OFFICE NEWS

Accounts:

Basil takes the high road! Yes, after six years' service with the Company, Basil Clay retired from daily slavery on 25th May. He plans to make his new home at Tain, Scotland.

After a great deal of house-hunting Mike Stewart (Asst. Accountant) finally made his wedding day on Easter Monday, 23rd April. His bride was Miss Valerie Appleton from down-under. The wedding co-starred Harry Hart (financial accountant and office pin-up) as best man.

Estimating:

After eight years' service with the Company on Teesside and Head Office, Derrick Horner, Building Estimator, left to take up a similar post in Darlington.

Comps:

Congratulations to Jill Sobey on the occasion of her marriage to Mr. Robert Trewick on 11th April at Newcastle Civic Centre long life and happiness to the newly-weds. Jill's prize this time is a husband instead of the bottle of sherry she won at the Millstone Darts match last November.

Our best wishes go to Margaret Robinson, who left the section at the end of May, eagerly awaiting a happy event in July. Margaret joined the Company in August 1970.

A warm welcome is given to Miss Joan Bewley who is Margaret's replacement.

Two poems by Russ Jones, English translation by students studying the writings of Indian cave dwellers.

AN ODE TO KIRKLEATHAM

We are the Brims Boys,
In red and in white,
We work by the day,
And through to the night,
Our efforts are seen,
Our pride and delight,
It's a dual carriage road
And it looks quite alright.

I.C.I. had decided,
A bridge was in store,
So up went the shutters,
And down came the pour,
We built it in no time,
And gave it what for,
And so if you like it,
We'll gladly build more.

Our work is our pleasure,
It's obvious to see,
From shifting some muck,
To felling a tree,
But I've not done it all,

You'll gladly agree,
For the whole site works hard,
To keep up with me.

We've a site here on Teesside,
They call it Kirkleatham,
It must be the greatest around,
And led by the Fuhrer,
For we're all beneath him,
We've started to rip up the ground.

We're building a road,
Nearly two miles in length,
Which bends for most of the way,
And Caesar'd be shocked
And amazed at the strength,
With which we erect roads today.

But the staff here at Greystones,
Are all damn good workers,
And never stop grafting all day.
For thanks to the Captain,
We're rougher than Ghurkas
And work just for BRIMS
(Not for pay?!).

by R. S. Jones.

THE PLEASURE IS OURS

The following letters were received as a result of our donating a concrete pipe to Malvin's Close School, Blyth:

Dear Sir,

We are most grateful for your gift of a crawling pipe for our school.

It is already a source of delight to the children and is a great compliment to you in the field of public relations.

I enclose a letter from one of the children and I thank all those concerned most sincerely.

Yours faithfully,
Mrs. E. R. Scaife
Head Teacher.

Thank you for sending us
the big pipe dear Mr
Brimms and we like it
very much and thank
you for giving it to us
as a present so thank you
very much from Malvin's Close
School Catherine

TRAINING YOUR DOG

In this article I am not going to attempt to lay out the standards necessary to enable you to compete in the show ring or for that matter for obedience tests. However, he should be taught, from his early days, to grow up to be a "gentleman", or a "lady" if your dog happens to be of the opposite sex.

In the beginning it is essential for you to realize that a tremendous part of what your dog will finally become, depends on you. Patience is vital, and also the ability to put yourself in the dog's place, to "think like a dog". He does not speak your language, so you must try to understand his.

There is very little difference between training a dog and training a child. The job needs kindness but firmness, and constant repetition. Always use the same word for the same thing, and make your directions to him a command of one word if possible. The words must be repeated time and time again, until he is certain of them, and you are satisfied that he knows what you mean.

In the early months he can only be expected to learn to be house clean, to walk on a lead, to come when he is called, and, perhaps, to lie down when he is told.

When you wish him to SIT, use that word, and do not make the mistake of expecting him to sit today, when you say sit, and then, tomorrow, change the word to DOWN although the desired result is the same. "sit" and "down" should mean two very different things. The word "sit" does not mean a thing to your dog; you can just as easily teach him sit to the word "tail" if you wish. It is not the word itself but the application to the movement you wish him to make, which matters. Above all, the tone of your voice is of the utmost importance. If you allow the slightest sign of crossness or impatience to creep into your voice you have "had it". The dog will be bewildered and lost, and will probably cringe.

Each lesson should be short, ten minutes being ample, but the lesson must take place at least once a day, preferably at the same time each day. It is always a good idea to make this before a meal or before his walk, for then he will associate the meal or before his walk with the lesson, and treat it as a reward for being a good boy. He should never be given a lesson immediately after a meal.

Before teaching your puppy to walk you must start with a collar and leash, preferably a fine round leather collar NEVER a chain. To the collar should be attached a leather leash, fairly long, and not too thick.

I am assuming that you are teaching your puppy to walk on his leash while he is still only about three months old. At this stage the important thing is to get him to walk on his leash, direction matters not at all.

As soon as he trots happily in his own direction, you can start to teach him that he must go where you wish. The dog should always walk on your left side, the leash being held in your right hand, across the front of your body. This leaves your left hand free to pat him with.

In his first lesson in going the right way on his leash, let him start off as he wishes, on a slack leash, and then, speaking the word "heel", turn him from the direction in which he is going, and at the same time pat your left side with your left hand, encouraging him to come into your side. The moment he arrives there praise him profusely. Continue this until he trots happily beside you, remembering all the time to be profuse in your praise. Never, make this lesson too long and do remember not to expect him to walk to heel immediately he is let out of the house, for in the first few moments he will be looking for a spot he wants in which to make himself comfortable. If possible, always give him a few moments to roam off the leash before expecting him to start a lesson.

Remember that a short, sharp jerk on the leash is the best way to convey your message, and the moment your dog starts to come into the right position, let the leash be loose. The correct way to get him to walk to heel correctly is by a series of short, sharp jerks, accompanied always by the word "heel" and the gesture against your left thigh, plus of course plenty of praise the moment he starts to do as you want.

It is no use at all having a dog which will walk beautifully to heel if he will not first of all come when he is called to have his leash put on. Your dog must be taught to come when you want him. Of course he knows his name already, and is probably very willing to respond to it when he is alone with you, either in the house or outside, because he knows that if you

call him it usually means either food, a game or a bit of petting.

The quickest and easiest way to teach him to come at all times is to attach a length of fine light cord (at least 30 feet) to his collar, and let him play about on the end of this, but keep hold of the other end. When he is almost as far as he can get, call his name firmly, plus the word "come". If he does not respond immediately give the cord a sharp jerk, and rapidly pull it in, or run away from him, pulling the cord as you go. Praise him when he reaches you, and then encourage him to go off again, repeating the procedure over and over. A little later, let go of your end of the cord, so that he can go further away, and then, if he does not come the moment he is called, snatch up the end and call him as before. Never, never go to him, he MUST come to you. This is a lesson which can be practised during his daily walk, and is one which should not take long to teach so long as you do not forget to praise and possibly produce a tit-bit.

There are two bad habits in house dogs which never make them very popular with your friends. One is jumping up in greeting, and the other is sitting on chairs or sofas.

When the dog jumps up at you, raise your bent leg, so that your knee catches him in the chest. This will make him fall over. It does not hurt him, but it will quickly teach him that jumping up brings no real reward. If, however, he is really pig-headed and still jumps despite this treatment, step firmly but gently on his back toes. A few repetitions of this and he will know how stupid he is.

Teaching him to keep off chairs is simply a matter of constant repetition of dragging him off and gently scolding him when he gets up—or even when he tries to get up. A gentle slap on his hind quarters with a folded newspaper can also be very effective. It does not hurt him, only his feelings.

If your dog has learned these simple lessons to perfection he will be the ideal companion.

S. R. Gregg

**SEE NEXT
PAGE FOR
BRIMSNEWS FIRST
TOPLESS PHOTOGRAPH**

SAFETY CHATTER

PERSONAL PROTECTIVE CLOTHING & EQUIPMENT

Far be it from me to decry the success of Sunderland football club in winning the Football Association cup at Wembley by beating Leeds United. This great achievement has given North East football the uplift it rightly deserves. Being one of the millions who watched the epic battle on television, I could not help but notice the apparel and head-gear worn by the fanatical supporters. Could these be the same people who if asked to use protective clothing or equipment at their workplace would refuse to do so, often giving an excuse that the wearing of protective clothing made them appear soft in front of their mates. A paradox to say the least. All employers today have a legal and moral duty to supply for their employees practical Safety equipment and devices in great variety to protect any part of the body. It is emphasised that personal protective devices do not eliminate hazards. They are a second line of defence which protect workers from injury, providing they are used. Why then the reluctance of many workers to use this equipment provided for their personal protection? One of the reasons for the failure is so often the lack of a programme on site.

1. No attempt is made by Site Management to sell employees on the need for personal protection or to explain the characteristics and benefits of the use of protective devices.
2. Site staff themselves do not wear protective equipment.
3. Safety equipment at times on site is not adequate and employees' complaints are ignored or improperly handled.
4. Workers conclude that it is unfair of Management to force them to wear Safety apparel if Management fail to do so themselves.

The above list is a partial one, many more reasons for failure of a programme could be added, but it would be better to review the basic principles of a successful programme if this is possible.

It is good business to provide all employees with the necessary protective equipment in all areas of a site where hazards exist, but before embarking on a programme it might be helpful to review these key points.

1. Personal protective equipment should be provided for every known hazard.

2. Employees should be educated to recognise these hazards.

3. The purpose of the necessity for the use of protective equipment should be understood by employees.

4. Surely it's wrong to temporize with any rules requiring the wearing of protective equipment. Once protective equipment is supplied, its use should become a condition of employment and Site Management should consider this responsibility as necessity.

5. The last keypoint is of particular importance! Too often an accident occurs because personal protective equipment which should have been worn was left in a cabin. Enforcing any rules on Safety is surely not strictness, basically it is surely a demonstration of any Site Manager's interest in, and concern for the Safety of each of his employees.

Where protective equipment has to be worn in a specific area of a site then other employees should not be permitted access to this area unless protection has been provided for their Safety. No one, including site visitors should be permitted to enter an area where a hazard exists. It is good policy to get employees to sign for protective equipment issued, and to state clearly the implications of its use at all times in hazardous areas.

Finally, complaints about Safety equipment are not uncommon, i.e. helmets cause headaches etc., but in some cases these may be psychological, on the other hand all complaints should receive urgent attention, and action should be taken based on the extent of the hazards involved. Significantly it is surprising how employees can be encouraged to wear protective equipment after discussing matters with Site Management.

Remember it is good business to provide employees with protective clothing and equipment if there is a need for such protection, but employees must be made to recognise the need for such protection and that it is provided for their benefit on the understanding that it will be used.

QUI COLLABORANT
M. Curran

THE FACE BEHIND THE VOICE



Joyce Murray typist at Kirkleatham-topless

Despite the impression given above, Joyce does not often lose her head and puts up with us all very well.

She joined Brims on the Kirkleatham contract having previously worked for Teesside Airport Authority. Her interests include playing tennis and hockey and she is an active member of Stokesley & District choral society. Her proudest boast however is being Captain of the ladies' darts team at the New Inn in Stokesley, she often demonstrates this talent by beating the engineers and G.F. in a quick game of darts on a lunch time.

We think she is the best looking chairman in the business as, together with typing and answering the telephone, she includes going to the shops for messages, making the coffee, sorting out super clerks, filing systems and any other jobs we can think up.

Footnote:— This is the rest of her.



ADVERT

Attention all bald-headed men!

When you go to sleep at night does your head keep slipping off your pillow?

When you go bowling to friends keep sticking two fingers in your ears? If so use FUZZO!

We have a letter here from a satisfied customer, Harry Tarn who says:

"I've been rubbing FUZZO into my scalp for nearly twenty years and I want to tell you I have the hairiest finger tips you've ever seen."

CYGNET CLUB NEWS



**VENTURE CLUB WHITSUN
MEET ON LOCH TAY
AND RIVER TAY**

The purpose of the expedition was to canoe the length of Loch Tay and then to canoe down the River Tay as far as Grandtully, and much against the tradition of the Venture Club, we completed what we set out to do.

The meet was attended by: Andrew Marr; Stuart Mair; Eddie Bradley; John Roper; Derek Coward; Alan Thompson; Les Bone; Terry Fisk; Max Graham.

We left on the Friday night, arranging to meet at Killin at the head of Loch Tay, and despite sight-seeing tours by various members of the party to interesting places like the Edinburgh hospital, barracks and cat and dog home, all the party managed to find the campsite at various times during the night.

On Saturday morning we left Alan's car at Fernan, which was our first campsite and first pub on route, with all the tents, food etc. so we would be able to cook a meal on our arrival.

The cruise to Fernan was about thirteen miles and we arrived cold, wet and tired after a long day.

As usual on Venture Club meets nothing goes according to plan and this was no exception. Alan had left his car keys in Eddie's car, which was back at Killin, which meant that the other car owners had to hitch-hike a



lift back to Killin to pick up their cars. The return journey did not take long being spurred on by the thought of a meal and the rapidly approaching opening time.

We set off in glorious sunshine on Sunday morning to canoe the remaining three miles of Loch Tay and then to canoe a further six miles down the river to Aberfeldy, which was our next campsite and ale-testing centre.

We hit our first major rapid one mile from the end of the Loch and, as usual the scene at the bottom was one of devastation with large mounds of bodies, smashed canoes and paddles littering the banks. With quick repair work with genuine Brims ticky tape we managed to limp home to the campsite to the most ambitious meal of the weekend. Andrew had decided that we should all have paella for our meal but with three cooking groups we found we had a choice—paella a la sog, paella a la burnt and a John Roper/Max Graham special where even the prawns were getting concerned with the volume of water and commenced blowing up their life-jackets.

The following morning we set off to complete our journey to Grandtully, and it proved to be a very interesting section of the river with frequent rapids and surprisingly few capsizes till we reached the geet mankey rapid at Grandtully where

they hold the British Slalom championships.

As usual Andrew did not fail us claiming that he was still suffering from shock from being viciously attacked by a gone-off lamb chop on Saturday night. He decided that it could be in his better interests to coach the other members of the party from the bank. With growing support for a glorious veteran the "other members" rapidly dwindled down to two.

Purely to maintain the pride of the Venture Club Les and Stu set off down the rapid and surprisingly remained upright to deserve their free pint from the onlookers before returning for work the next morning.

S. C. Mair

CYGNET CLUB GOLF SOCIETY

The first outing of the 1973 season was held on Saturday, 14th April at Bamburgh Castle Golf Club.

Weather conditions were perfect but the attendance of only ten members was very disappointing.

The result of the Stableford competition held was as follows:

C.P.B. Goldson	41 points
J.M. Whitaker	38 points
G. Burton	35 points

On 2nd June we visit Hexham and on 8th September Brancepeth. In addition a knock-out competition has again been arranged.

Any Cygnet Club member interested in joining the golf society should contact me.

J.W. Hedley.

1st DRAW WINNERS

Roger Eley	£5.00
Bob Hunter	£2.00
Margaret Robinson	£1.00

BARBECUE - NORTH EAST

THE EVENT OF THE YEAR

AT GOSFORTH PARK CAMP SITE

Friday 20th July 1973

TICKETS : FROM DOROTHY BLACK H.O.

MEMBERS	£1.00	GUESTS	£1.25
U. 21 MEMBERS	85p	U. 21 GUESTS	£1.15