



Left:

Pears-Faughan

Pictured after their wedding at Holy Trinity, Dockhead, S.E. 1., on 21st January are Mr. Gene Pears, Junior Second Engineer Clan Maciver, and Miss Mary Faughan. Third Officer P. A. Pears, the bridegroom's brother, was best man



Anderson-Smith

Mr. F. E. Anderson, Radio Officer ex Clan Macintosh, was married to Miss B. C. Smith at St. Margaret's Church, Aberdeen, on 26th November, 1966

Voyage Jottings

HECTOR HAWK

(Captain D. H. MacMillan)

Voyages 21 and 22

Prior to June of last year, *Hector Hawk* was on regular voyages from Europe to the Middle East and Venezuela. However, after drydocking at Taranto she had a new charter, which took her to some unusual places (for B. & C., that is).

Her first cargo was gas oil from Rijeka in Yugoslavia to Los Angeles via the Panama Canal. Then she obtained two cargoes of premium motor spirit from Curacao to Los Angeles. With three cargoes to L-A some of the officers were able to visit, among other places, Disneyland, Long Beach amusement park and the Marineland of the Pacific, which has several performing porpoises.

In October the vessel came off that run and took a cargo of jet kerosene to New York from Venezuela, which afforded a chance to see the Empire State Building. After this there was a cargo of jet fuel for Guam.

Guam is situated in the Marianas, the scene of several large battles during World War II. There are one or two relics of the Japanese occupation left, the most notable of which is a miniature submarine, now mounted on a plinth in the naval base. Guam is also the scene

of Magellan's landfall after crossing the Pacific. A plaque erected by one of the boys on the East Coast commemorates his landing.

After discharging there we proceeded to Singapore, passing through the Philippines. The stay at Singapore was very brief, the vessel only calling for stores and bunkers. Then we travelled the well-worn Clan Line route as we rounded Ceylon on our way to the Persian Gulf, this time for crude oil, with a run through the Suez Canal, and across the Atlantic to Yorktown, Virginia. From there we went to Aruba for a cargo of furnace oil for New York. Again the opportunity was taken to visit the Empire State Building and the United Nations Building.

After that there was another run down to Venezuela, to pick up a cargo of crude oil for discharge at Antwerp and Ostermoor, in the Kiel canal.

During the eight and a half months that the vessel was away from Europe she set up what we think are two records for B. & C. ships, namely, seven transits of the Panama Canal in one year, and the first B. & C. vessel to visit Guam.



Hector Hawk covered 72,250 miles and carried 181,093 tons of cargo which comprised:

Gas oil:	21,721 tons
Premium gasoline:	47,754 tons
Jet kerosene:	18,027 tons
Jet fuel:	22,855 tons
Furnace oil:	23,753 tons
Crude oil:	46,983 tons

Taking the gasoline alone, this works out to be 14,876,583 imperial gallons. This would drive a mini car with a consumption of 40 m.p.g. for 591,463,320 miles, which is about three return journeys to the Sun. If the same mini car cruised at 60 m.p.h., this would take approximately 1,140 years to accomplish. Talk about driver fatigue.

(Thank you Captain MacMillan and Chief Officer J. W. Wilcock for the report and we invite all ships in the fleet to keep us posted. Now that Masters no longer have to send detailed voyage résumés to head office our source of material has dried up and the future of this column is up to you.—Ed.)