

*None could be found. There are few drydocks in the Far East outside of Singapore and Hong Kong; those there are have to be reserved months in advance. Chief engineer Mr. A. L. Lawson kept Hector Heron shaking on*

*After the current voyage she was heading for Singapore in ballast, where she was needed urgently by her charterers, a major international oil company. So the decision was made. In Singapore, where tide and water conditions were favourable, she would have her propeller removed afloat, and replaced by the spare carried aboard*

*Lying alongside the Port of Singapore Dockyard jetty, Hector Heron was trimmed by the head. With the shaft clear of the water (picture 1, facing) wire snotters were attached to bits on the poop and led over the side to chain blocks. The propeller was lashed with wire ropes and these ropes attached to the chain blocks (picture 2, facing). The weight of the propeller (17.4 tons) was taken on the blocks and the propeller boss and locking nut removed. The tail shaft was then drawn inboard and the propeller (picture 3, right) swung aside and ashore by a dockyard crane, ready for replacement*

*The damage to the five-bladed propeller is clearly seen in picture 4, taken on the jetty. Our back cover picture shows conditions facing Port of Singapore Authority workers as they completed the rush job on March 22 and 23*

