When the *King Alfred* left Harland & Wolff, Belfast, in March she became the sixth vessel in the B&C fleet to be modified for operation with non-continuously manned engine room spaces. This gives our company the leading position in this field amongst the larger shipping concerns, *writes A. J. Couchman.*

In addition to the now standard Soren. T. Lyngso bridgemain engine control, an extensive engine room alarm system was installed with facilities for transmission to the wheelhouse, all recreational spaces and the engineer officers' cabins. The integrity of the new wheelhouse systems was maintained by housing all these in a new bridge console.

Other features of the engine room control and surveillance systems are the completely automatic operation and de-sludging of the heavy oil purifiers, the safety fire detection system arranged throughout the machinery spaces and the introduction of new types of equipment to ensure the safety both of the running machinery and of the engineer officers undertaking engine room inspections during unmanned periods. The latter two innovations warrant special mention.

Warnings transmitted

Machinery fault conditions are always displayed on the engine room panels, but the new arrangements also permit the chief engineer officer to transmit these from the main control panel in his office to the duty engineer officer's cabin when the engine room is vacated completely. For any machinery alarm condition the duty engineer officer proceeds to the engine room after advising the bridge. During the whole period he is below he is protected by the patrol alarm system. Once initiated by the bridge officer the patrol safeguards allow a fixed time before raising a general alarm and sending immediate assistance. To obviate this the engineer officer must press at regular intervals the pushes disposed in the engine room, so increasing his inspection time allocation.

It is particularly noteworthy that immediately following the normal instrument, controls and systems trials at Belfast a four-hour non - continuously manned engine room trial was conducted on the *King Alfred.*

During this period the machinery spaces were cleared of all personnel except for the company superintendent, the Det Norske Veritas surveyor and two non-participant senior engineer officers who were available for safety and emergency conditions. During the four hours only two alarm conditions, for high bilges, occurred.

Complete success

The complete success of these trials may be registered by the fact that the DNV certificate for non-continuously manned operation was received at their conclusion. This highly satisfactory performance was not only attributable to the quality of the Harland & Wolff work but also to the excellent co-operation received from Capt. D. Lockhart, chief engineer officer A. Russell and their respective staffs throughout the whole installation.

Both Capt. Lockhart and chief engineer Russell have previously served on the company's non - continuously manned vessels; Capt. Lockhart gained considerable experience with the *Elbe Ore* while Russell was the chief engineer officer of the *Clan Ranald* when she left Belfast after similar modifications.

■ *Engine room machinery alarms are transmitted via a master control panel to all engineer officers' cabins in* King Alfred. *Above: A. Russell, chief engineer officer, checks the master control panel in his office while . . . see below . . .*

■ *. . . on the receiving end of a call, L. Ord, senior second engineer officer, accepts an alarm condition in his cabin before proceeding to the engine room to deal with the fault.*

VICTUALLING: Hibberts go for long-life milk

SOUTHAMPTON—Hibberts have been supplying wines, spirits and beers to the ship stores trade since 1767, and this still remains their principal activity over 200 years later.

With shipping expanding and contracting periodically, the need to diversify has always been foremost in their minds, and over the years the company nearly foundered by diversifying into areas in which they had no experience or expertise—Helicopters, Glass Works, Brick Works and even Night Clubs, on all of which they lost heavily, but learned the lesson.

As recently as June 1970, Hibberts surprised the trade by going into the "Pinta" business with their appointment as ship stores agent for "Ever Ready" UHT Milk.

This milk is specially processed at a South Wales dairy by Ultra Heat Treatment which effectively kills off all bacteria. When sterile it is processed into one pint envelopes, before packing into special 18 pints hexagon packs. The resulting product contains no additives or preservatives, but retains all essential minerals, vitamins and proteins and is offered with a guaranteed shelf-life of five months without the need for refrigerated storage.

Hibberts are currently supplying "Ever Ready" to both Union-Castle Line and Clan Line vessels, and in addition a number of other UK ship owners have included it on their victualling list. It is also being exported to Holland and Ascension Island.

It is confidently expected that the 1972 sales will easily exceed the 1971 total of 80,000 gallons, and in addition Hibberts have recently introduced UHT Coffee Cream (18 per cent BF) and Whipping Cream (35 per cent BF) which is under trial on a number of UK passenger lines.

MAILSHIPS: Show jumpers sail Union-Castle

The first of a fine stable of British show jumping horses belonging to Anneli Drummond-Hay left England for a new home in South Africa recently. Accompanied by his groom, Miss Roberta Mellor, the five year old chestnut Tom Thumb sailed from Southampton in Union-Castle's *Pendennis Castle.*

Anneli Drummond-Hay, now married to a South African, Errol Wucherpfennig, lives near Durban in Natal, and it is hoped that she will build up her stable there and continue with the great success she has had in Europe.

(*continued in col.* 3, *page* 4)