

Wright Ahead

Summer 1966



THE HEAD WRIGHTSON HOUSE MAGAZINE

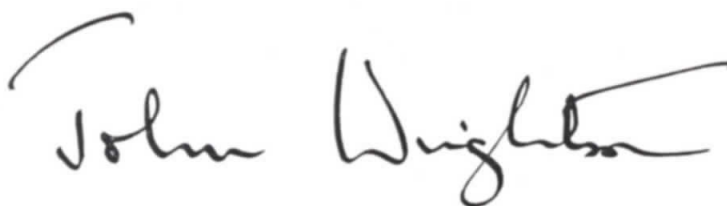


The Chairman's Message

During the last ten years the turnover of the Company has increased from £13,600,000 to a total of £25,700,000 last year. These are very large figures and demonstrate the size of our organisation for seeking out our customers in every part of the world, putting forward our proposals and convincing our customers to place orders with us — and then completing the contracts.

During the same ten years our trading profit has been reduced from £1,277,000 to £862,000 and it is only out of profits that we can plough back enough money to buy the modern equipment that we need. This shows the very great pressures under which we operate today and the growth of competition, both at home and in the export markets. We have only been able to increase our turnover by an aggressive sales policy and a massive research and development expenditure.

Productivity must, therefore, improve greatly in every branch and department of the Company to enable us to take up the challenge of the late 1960's and earn our way in a competitive world.



Front Cover :

Lion Cubs at Kruger National Park — South Africa.
(Photograph by courtesy of the South African Tourist Corporation).

Inside Front Cover :

Mr. Wilf Maidens — Fitting Shop Foreman,
Head Wrightson Machine Co. Ltd.

Inside Back Cover :

Mr. Ralph Langstaff — Ambulance Room Attendant,
Head Wrightson & Co. Ltd.

Back Cover :

Positioning top portion of drilling rig leg, prior to
welding to lower portion, on the rig "Transocean II"

OBITUARY

Mr. Vaughan Pendred



Mr. Vaughan Pendred

On the night of 5th April, during an overnight stop on his way by car from London to Thornaby, Mr. Vaughan Pendred died in his sleep.

The news, when it was received here the following day, was indeed a terrible shock to us all, particularly as he had seemed so full of his usual vitality and good cheer when he left Elliot House the previous afternoon.

He has of course been sadly missed during these past weeks, and that the sense of loss which we feel here in the Export Company is widely shared has been obvious from the many kind letters of sympathy which we have received, from all parts of the world, and gratefully, from our friends in the other H.W. Companies.

At Mrs. Pendred's request, no flowers were offered, but instead, cheques were sent to OXFAM from Thornaby and from London, and were gratefully acknowledged. To use Mrs. Pendred's own words on this sad occasion . . . "he was an international man, and it is appropriate that any tributes after his death should themselves reach overseas."

Appointments

HEAD WRIGHTSON MACHINE COMPANY LIMITED

The following appointments were announced on the 21st January, to become effective from 1st February, 1966.

Mr. P. J. Llewellyn — Director of Engineering and Production.

Mr. T. O'Connor — General Manager.

Dr. K. T. Lawson — Engineering Manager.

On the 22nd April, this year, two further appointments were announced. They are as follows :-

Mr. P. E. Rooksby — a Director of Head Wrightson Iron & Steel Works Engineering Limited.

Dr. C. Rounthwaite — General Manager Research & Development Division.

Supervisors' Course

Sixteen supervisors from seven Head Wrightson companies on Tees-side spent an interesting week in March on a Supervisors' Course arranged by Personnel Department.

They had the opportunity of discussing with the Chairman, Sir John Wrightson, and nineteen managers from various sections of our organisation, a wide range of topics which effect them in their vital role as supervisors. The subjects included the general economic situation, problems of critical path method, management and joint consultation, works organisation, the supervisors place in management, communications, human relations, safety in factories, planning and wages payment methods.

It was very obvious on the last day that both the supervisors and the management representatives had not only enjoyed the course, but they had gained a great deal from the free exchange of views which had marked all the discussions. This course was the first of a planned new series.



Managers and Supervisors at the Head Wrightson Hostel

by THOS. H. CUMMINS, Teesdale Bridge Yard.

East African Safari

by D. A. HARRISON, Head Wrightson Teesdale Ltd.

In 1964, thanks to my parents and the relatives with whom I stayed, I made the most exciting and interesting journey in my life — to East Africa and in particular to the National Game Parks. I flew, with my two cousins, from England by way of Paris, Benghazi and Nairobi to Dar-es-Salaam. From here we travelled 500 miles by way of Morogoro to Arusha, a northern township of Tanzania situated under Mount Meru. Leaving Arusha, we travelled to Lake Manyara Game Park, a distance of 75 miles, where we saw hundreds of baboons, cranes by the lakeside, and quite a long way off a herd of wildebeeste and buffaloes; and then a young giraffe which 'posed' for photographs. The game park is situated between the lake and tall cliffs, on top of which is the lodge itself. The next place we visited was a game farm on our way to the Momella Lakes, this held monkeys, young buffalo calves, and in particular a young cheetah as yet not tamed; it was fastened to a 'running leash' which allowed it considerable movement. We had to be careful not to go too close! From there we travelled 260 miles to Serengetti Game Park, passing Ngorogoro Crater on our way. In Serengetti we saw two leopards, quite near each other, (which was a rare sight), some wild dogs; a lion family and a pride of lionesses with cubs, totalling about 14 in all.

The roads are dirt tracks, and when driving you're looking for pot-holes. Outside Serengetti we drove off the road to look for rhino and we spotted one but kept our distance, which was lucky, as we hit a pot-hole. After this incident we carried on to Ngorogoro Crater. The following day we descended 2,000 feet into the crater itself, passing hundreds of wildebeeste and zebra. We drove on to a small lake, where, on our approach a hippo dashed clumsily into the water, and stayed there watching us. We wandered further round the crater and this time we were able to get up close to a rhino. About noon we ascended the crater and journeyed back to Arusha.

We started for Ambrosselli, our next port-of-call, at about 4 o'clock in the morning, journeying north over the border into Kenya, and on to Ambroselli. We saw most of the animals that we had seen in the previous game parks, but we got a close view of elephants which had been scarce in the other parks.

We travelled back from Arusha by way of Korogwea to Dar-es-Salaam some two weeks and 3,000 miles later.

Then from Dar-es-Salaam we went to my aunt's home in Nachingwea in southern Tanzania, where we stayed about four weeks, going on hunting trips up the Metekwea Trace, and over to Liwalee on a weekend hunting trip. One week was spent at Mtwara on the coast, a most beautiful place, with lovely sands, clear warm waters and a roasting sun.

The holiday had to come to an end, and after having a most enjoyable seven weeks in Tanzania, we flew home over Mount Kilimanjaro to Nairobi, Benghazi, Rome and England.

During the course of my daily work in the wagon shop, I am constantly aware of the two stumps remaining in the ground, that were, for many years used as struts, or supports, for the building.

These props were formerly masts from the fine sailing ships built at Richardson Duck's yard, about 80 or 90 years ago. I should like to mention some of these famous ships; and I wonder if the old mast stumps in the wagon shop belonged to any of them. What a tale they could tell if they could speak!

It is generally accepted that the "Cutty Sark", was the fastest sailing ship afloat in the eighties, but few people know that Richardson Duck's built ships for the famous Black Ball Line, that equalled the "Cutty Sark's" time; Australia to Falmouth, 68 days.

Then there was another Richardson ship, the famous "Bangalore", that regularly took only 88 days on the run from Calcutta to New York. This ship at that time was always referred to as one of the finest windjammers afloat. The ship is mentioned in Stevenson's book, "By Way of Cape Horn".

If you should visit the Science Museum in Kensington, look for the model of the "Sudbourn", another fine ship from Richardson's.

A lot of water has passed the old shipyard since those days, and it is a far cry to heat exchangers, and sea legs for oil rigs.

If there are, as the poet says, "sermons in stones, books in running brooks", there is history latent in the old mast stumps in the wagon shop. How they may have strained in the gales when rounding Cape Horn, or stood idle, when the good ship was becalmed in the "Doldrums". The days and nights of frost and snow in the "Roaring Forties"; the sailor men reefing the canvas in the "top royals" 200 feet aloft, always remembering the old adage, "one hand for the ship, one for yourself".

They were tough those old shell backs; inured to a diet of salt pork, and cracker hash made up from ships biscuits, alias "Liverpool Pantiles".

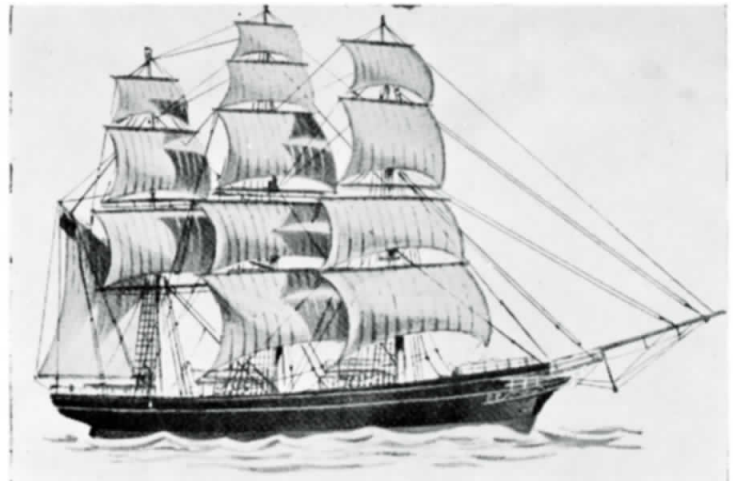
Eagerly they awaited the day when the ship docked and, as the mate would call out, "that'll do men", the shanty man would sing out with the whole crew joining in the grand old chorus:-

"The grub was bad, the voyage long,

Leave her Johnny, leave her,

You can go ashore, and draw your pay,

For its time for us to leave her".



"Cutty Sark"

5 Day Week

by D. R. TALLET, H.W. Teesdale Limited

On working days I am confined
An office desk to sit behind.
-Comes Saturday and I am free
To wander idly by the sea.
But sluggards do not have this pleasure
The 'Joys of Neptune' for their leisure.

With camera full of 'HP3'
The beach have I — and liberty.
And 'Camera Eye' becomes much keener
When I espy 'Marie Christina'
Young children dance around her bows
As she in search of lobster goes.



And further on, along the sand
Three patient donkeys, sweating, stand
Amid the noise, the flies, the heat
It's 'work' for them, but children's 'treat.'



Into the brine, the frogman goes
With 'snorkel', flippers, rubber clothes
To swim about in depths 'down under'
Beneath the surf's tumultuous thunder.



A space-like craft for hire plies
And youngsters race with joyous cries
The winner has the choice of place
Aboard the craft from 'Outer-Space.'



No beach scene is complete, of course
Without a lady and her horse.



At last the time comes to return
My spirits lifted, face a-burn
Comes Monday morning, I don't mind
That office desk to sit behind.

HEAD WRIGHTSON PROCESS ENGINEERING LTD.,
SHEFFIELD.

Here's something to think about

Sometime, when you're feeling important,
Sometime, when your ego's in bloom ;
Sometime, when you take it for granted
You're the best qualified in the room ;
Sometime when you feel that your going
Would leave an unfillable hole,
Just follow this simple instruction
And see how it humbles your soul.
Take a bucket and fill it with water,
Put your hand in it up to the wrist ;
Pull it out, and the hole that's remaining
Is a measure of how you'll be missed.
You may splash all you please when you enter,
You can stir up the water galore ;
But stop, and you'll find in a minute
That it looks quite the same as before.
The moral in this quaint example
Is do the best you can,
Be proud of yourself, but remember
There is NO INDISPENSABLE MAN.

Presentations



Sir John Wrightson presents Tom Smith with his gold watch for 50 years service

Sir John Wrightson presented awards to long service personnel in the senior staff dining-room, Teesdale, on Wednesday, 18th May, 1966. Recipients of awards, which were gold watches (except in the case of Mr. L. L. Lamb — who opted to receive a clock) were as follows:—

50 YEARS

Head Wrightson Teesdale Limited.

J. T. Foxton (Machine Shop); W. Lakin (Machine Shop); T. Smith (Machine Shop); E. Gray (Bridge Yard); W. Sheldon (Bridge Yard); P. Wren (Bridge Yard).

Head Wrightson Steel Foundries Limited.

H. Hutchinson (Commercial — Thornaby).

Head Wrightson Iron Foundries Limited.

A. Jessop (Foundry).

Head Wrightson Stockton Limited.

F. Hammond (Fitting Shop).

Head Wrightson & Company Limited.

L. L. Lamb (Works Engineer's Department); H. Vickers (Wages Department).

40 YEARS

Head Wrightson Teesdale Limited.

A. Littlewood (Template Shop); A. L. Reed (Drawing Office).

Head Wrightson Steel Foundries Limited.

T. W. Craggs (Dressing Yard — Thornaby); L. Johnson (Technical Department — Thornaby); R. Verrill (Stores — Thornaby); W. C. Elance (Sand Blast — Stockton); J. E. Humble (Dressing Yard — Stockton).

Head Wrightson Iron Foundries Limited.

A. Cockcroft (Moulding Shop).

Head Wrightson Stockton Limited.

T. Dalton (Inspection); J. Fawell (Ratefixing); F. Harrod (Maintenance Department); R. A. Jackson (Machine Shop); A. Ord (Tool Room).

These presentations brought the number of awards made since the inception of the scheme to; 90 for 50 years and 367 for 40 years.

Mr. N. C. Lake, deputy managing director of Head Wrightson & Company Limited, presented awards on Friday, 17th June to:

- (a) Apprentices for scholastic achievements in the technical field.
- (b) Boys who had reached the gold standard in the Duke of Edinburgh Award Scheme.

Mr. Lake said in his address that it was important to have an objective in life just in advance of present capacity so that one would constantly have something new to strive for. By achieving these objectives, and always having a new one to attain a person could be happy.

The award winners were :-

DUKE OF EDINBURGH AWARD SCHEME.

Brian Bailes (Head Wrightson Teesdale Limited); Owen Butler (Headquarters); Ian Dalrymple (Headquarters); David Dawson (Head Wrightson Steel Foundries Ltd.); James McSorely (Research and Development); Brian O'Connell (Head Wrightson Teesdale Limited); Michael Pearson (Head Wrightson Teesdale Limited); David Scott (Head Wrightson Teesdale Limited).

TECHNICAL EXAMINATION AWARDS.

Head Wrightson Teesdale Limited.

Barrie Brignall, B.Sc. Degree; Kenneth Bridgewater, Final City & Guilds; Anthony Morris, Higher National Diploma; Vincent Jones, Final City & Guilds; Peter Ford, Final City & Guilds; Jeffrey Fox, Inter. City & Guilds.

Head Wrightson Steel Foundries Limited.

Alan Smeaton, Final City & Guilds; Brian W. Skipp, Inter. City & Guilds.

Head Wrightson Research & Development.

Geoffrey Gray, Inter. City & Guilds.

Head Wrightson Machine Company Limited.

Keith Chapman, Final City & Guilds; Alan Bellerby, Inter. City & Guilds.

Head Wrightson Stockton Limited.

Alan Woodhouse, Ordinary National Certificate.



Mr. N. C. Lake discussing the finer points of one of the book prizes with award winners

(Photograph by courtesy of the Stockton Express)

Knocking the knockers

At this time, when many people, including so called satirists, seem to take a perverted delight in knocking their own country, (Great Britain in this case), it is refreshing to be able to print an article which lists so many of the things that are good in Britain.

The article is so interesting, in fact, that it is here reproduced in full.

What's RIGHT with Britain

We export £4,723 millions worth of goods a year — some 16 per cent of our gross national product. No other nation, except Germany, manages to sell such a high proportion abroad.

Britain is one of the world's largest suppliers of electronic equipment and components. It pioneered wireless, developed the first radar, and introduced the world's first public high-definition television service. It has the largest electronic computer industry outside the United States.

British investments overseas total £11,000 millions — 88 times the expected 1966 balance of payments deficit, and equal to about £200 per head of population.

In spite of formidable problems in the shipyards, we can still build some of the biggest and the best ships. For example, the 63,750-ton bulk carrier *Siglion*, built by Cammell Laird, soon to be handed over to the Norwegian charterers.

The Beatles have earned more than four million United States dollars — equivalent to the export earnings of the aircraft engine industry. The Rolling Stones, the Kinks, and other long-haired "decadents" have pushed total dollar earnings above the five-million mark.

Britain is tremendously popular with tourists. Each year the number of visitors takes a big leap forward. Another record will be set in 1966: three million foreigners will spend something like £350 millions. By 1970, spending is expected to top £500 millions.

Carnaby Street has become a big tourist attraction — and a major dollar earner. The president of Macy's, the New York store, visited Carnaby Street this week and said: "I have been inspired."

British exporters consistently score big successes in the United States and Western Europe—the world's two most competitive markets. Last year exports to the United States alone rose by no less than 23 per cent.

Britain has the largest merchant fleet of any nation: in 1965 British merchant ships accounted for nearly 15 per cent of total world tonnage.

The British aircraft industry expects to export £200 millions worth of planes, engines and equipment in 1966—an all-time record. Britain has a world lead in both vertical take-off aircraft and hovercraft.

Britain's motor industry does immensely well abroad. Today, we are second only to West Germany in world car exports. Last year we shipped more than 627,000 cars — worth nearly £251 millions. In commercial vehicle sales, we lead the world.

Britain has achieved outstanding success in international motor racing. Since 1958, British cars have gained the annual world racing car championships for Formula 1 cars no less than five times.

The United Kingdom is the world's largest exporter of bicycles.

British cable-laying ships have laid most of the long-distance submarine telephone cables, including those for the first long-distance submarine telephone system in the world — the transatlantic service linking Britain with the United States and Canada.

London is the world's leading centre for works of art. Names like Sotheby's and Christies are known and respected everywhere. "Art" exports from Britain totalled nearly £30 millions last year — an increase of 33 per cent — and is expected to show a further rise in 1966.

The British chemical industry has grown at a fantastic rate in recent years. Some of the world's most advanced production units for chemicals manufacture are in operation in Britain.

British textiles have a world-wide reputation. At the 1964 International Fabric Exposition in Sacramento, United States, British textile firms were awarded 58 gold medals out of a total of 108. Britain also outsells countries like the United States in the field of textile machinery.

Britain was the first country in the free world to put into effect a programme for the production on a commercial scale of nuclear power. To date, our power stations have generated considerably more energy (50,840 million units) than the rest of the world put together.

The United Kingdom exports the widest range of pedigree animals for breeding purposes. Of the 20 breeds of cattle, sheep, pigs, and farm horses of world-wide reputation, all but five or six originated in Britain.

Crop yields per acre by Britain are among the highest in the world, and, in areas with favourable soil and climate, are equal to those to be found anywhere. Britain has some 50 research units and stations, dealing with almost every aspect of agricultural research.

More Scotch Whisky is now being drunk throughout the world than ever before. Exports have risen every year since the war, and are expected to show a further substantial increase in 1966. Latest estimates suggest they will top £100 millions, an all-time peak.

Britain is the only country to have held the "Triple Crown" — the world's air, land, and water speed records.

Britain gives more help to under-developed countries than most other industrial nations. Government assistance for overseas development reached £187 millions in 1964-65, urging the total since 1960 to £800 millions. About one sixth of our aid contribution is in the form of technical co-operation.

The pharmaceutical industry raised its exports by 14 per cent last year — to a record £68 millions. Imports were only £11 millions.

Britain's expenditure on scientific research is rising steadily. Each year 20,000 fully qualified scientists and technologists now leave our universities — double the number in 1956.

British tractors are ploughing furrows across the world. Last year we sold around 150,000 agricultural tractors, worth more than £94 millions, abroad, far more than America (35,000), West Germany (34,000), Belgium (22,000) and France (19,000) put together.

London is still one of the world's leading financial centres. British financial flair and expertise is acknowledged everywhere. Our banks, insurance companies, merchants and brokers earn around £180 millions a year in foreign exchange.

Britain has 31.5 million tons of steel-making capacity, compared with 20 million tons in 1955 — an increase of 55 per cent. The industry has spent some £1,369 millions on new and improved plant in the 16 years since 1950.

British civil engineering firms do about £125 millions of work overseas every year in some 75 countries. Our consulting engineers are working on contracts abroad worth something like £1,000 millions. This is hardly surprising. We built the first iron bridge (1777) and the first railway (1825). Our engineers designed the "Mulberry" harbour, and the "Bailey" bridge, constructed the Aswan dam in Egypt, and the largest graving dock in the world at Capetown, South Africa.

British inventors produced the first practical boring machine, the first hydraulic press, the first screwcutting lathe (all in 1775), the first planing machine, the first shaping machine (1836), the first steam hammer (1839), and the first piledriver (1849). Last year British machine tool firms jacked up exports and re-exports by 12 per cent to close on £53 millions, about a third of total production. Our export growth since 1959 has out-stripped that of Holland, America, Germany, and Switzerland, and has been topped only by Italy and France.

The British glass industry is the third largest in the

world. A revolution in the production of plate glass has followed the introduction of the float process in 1959 by Pilkington's. Licences granted to leading glass companies overseas are expected to bring in several million pounds' worth of foreign exchange every year.

Decca has equipped about half the world's radar-fitted merchant ships, as well as Navies of 47 countries. It introduced the first transistorised marine radar in 1963 and the first complete range last year.

The United Kingdom rubber industry is second to that of the United States as an exporter. The first successful patent for a pneumatic tyre was taken out in Britain.

British pottery has an excellent reputation abroad, and is selling consistently well against tough competition.

British film actors and directors are reckoned to be good for business — and they consistently walk off with major awards. Hollywood has voted Julie Christie actress of the year.

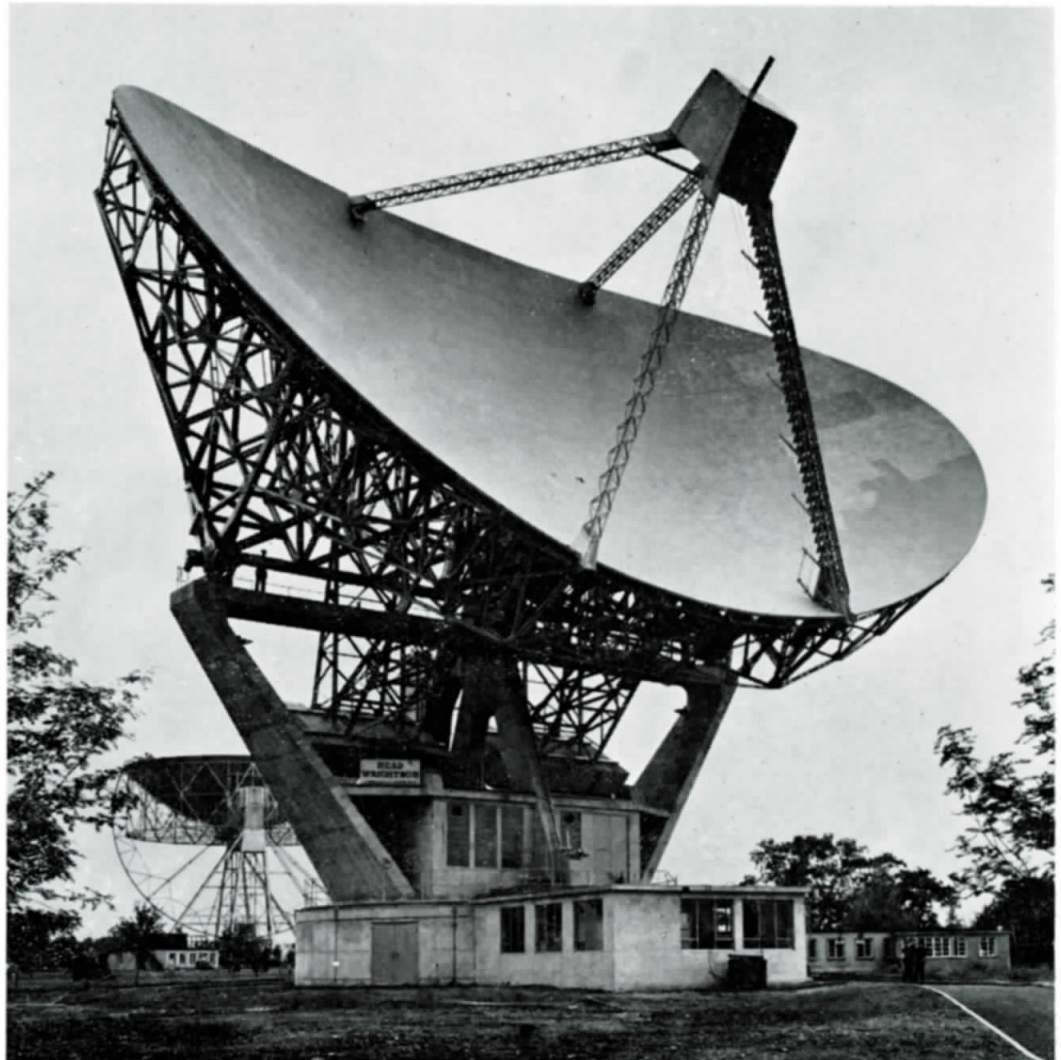
Britain makes nearly a thousand million coins for overseas customers and has a tremendous reputation for quality. Most of the coins are made by the Royal Mint, which exports to over thirty countries. British firms also produce banknotes and postage stamps for many Governments.

Finally, our girls. Models like Jean Shrimpton are a big success in the United States and other countries. And British beauties have carried off the "Miss World" title two years in a row !

*Reprinted by kind permission of Mr. William Davis,
Financial Editor of The Guardian.*

*Made in Britain
by Head Wrightson*

*Jodrell Bank
Radio Telescope*

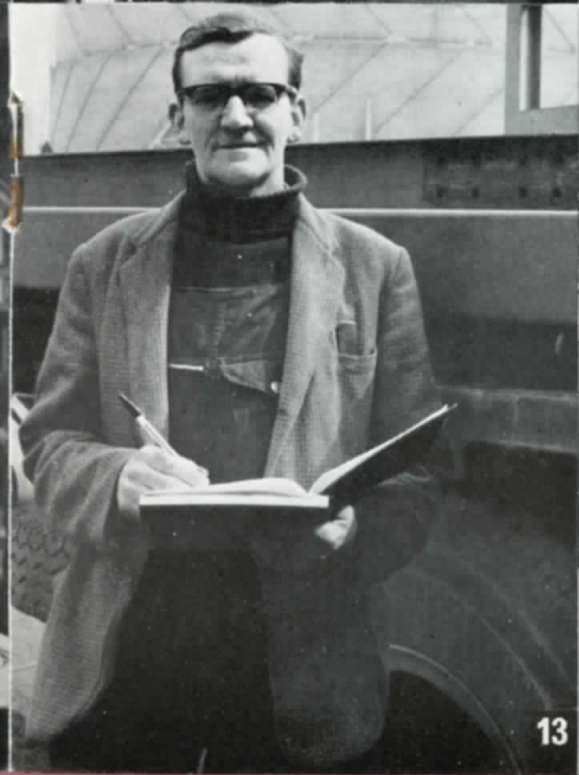




Familiar faces at Norton Road

(Head Wrightson Stockton Ltd)

1. Mr. A. Snaith, Director & General Manager.
2. Mr. A. Hunter, Engineering Department.
3. Mr. A. Sowerby, Chief Sales Engineer.
4. Mrs. I. Gamble, Secretary to Mr. Snaith.
5. Mr. P. Heron, Template Shop.
6. Mrs. E. Astle, Canteen Manageress.
7. Mr. D. Arnison, Welding Shop.
8. Mr. M. McGarvey, Planning Department.
9. Mr. E. Daghish, Fitting Shop Foreman, with Mr. T. Briggs.
10. Mr. J. Mowbray, Machine Shop.
11. Mr. B. Devoy, Construction Manager.
12. Mr. A. Murray, Maintenance Department.
13. Mr. E. Marley, Despatch Department.
14. Mrs. S. Fryer, Comptometer Operator.
15. Mr. A. Phipps, Drawing Office.



News

HEAD WRIGHTSON STAMPINGS LIMITED

HEAD WRIGHTSON MACHINE COMPANY LIMITED

Speech by Sir Stanley J. Harley

B.Sc., M.I.Mech.E., M.I.Prod.E.

AT THE GAUGE & TOOL & POWER PRESS EXHIBITION,
ON MONDAY, 2nd MAY, 1966.

It is less than seven months ago that it was announced that the Rockwell Machine Tool Company Limited, a Member of the Coventry Gauge Group, had come to an arrangement for the world-famous Verson presses to be manufactured in this country by Head Wrightson Limited. Within a very short time the first two machines have been completed and are here on display on this stand which says a great deal for Head Wrightson's capabilities. I think this venture is a good example of the kind of Anglo-American co-operation which will help Britain to remain in the forefront and help us to remain competitive.

The extensive manufacturing facilities of Head Wrightsons are at our disposal for building these fine presses, backed up by the technical knowhow accumulated over many years by the Verson Organisation and further supported by the technical sales and service facilities for which the Rockwell Company are of course well known.

The President of the Verson Allsteel Press Company was to have been here this morning but unfortunately he has been delayed by a few days, hence it gives me great pleasure to perform in his place this unveiling ceremony.



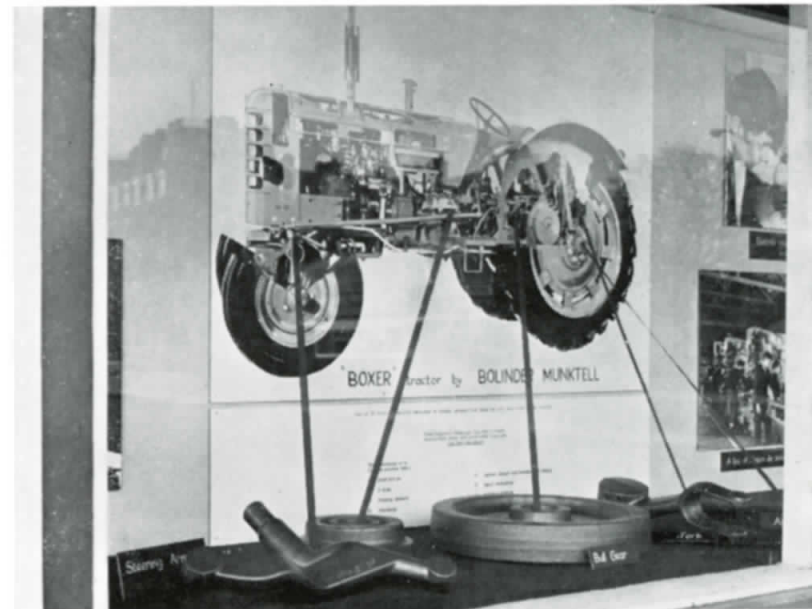
Jacking up cast steel anvil block

The cast steel anvil block in the photograph weighs 100 tons, and is being jacked up in order to replace the Californian pitch pine timbers on which it rests. The size and weight of the anvil block will give some idea of the difficult maintenance problems with which Head Wrightson Stampings are faced.



Verson Press at Gauge and Tool and Power Press Exhibition — Olympia.

Photograph by kind permission of Machinery Publishing Company Ltd.

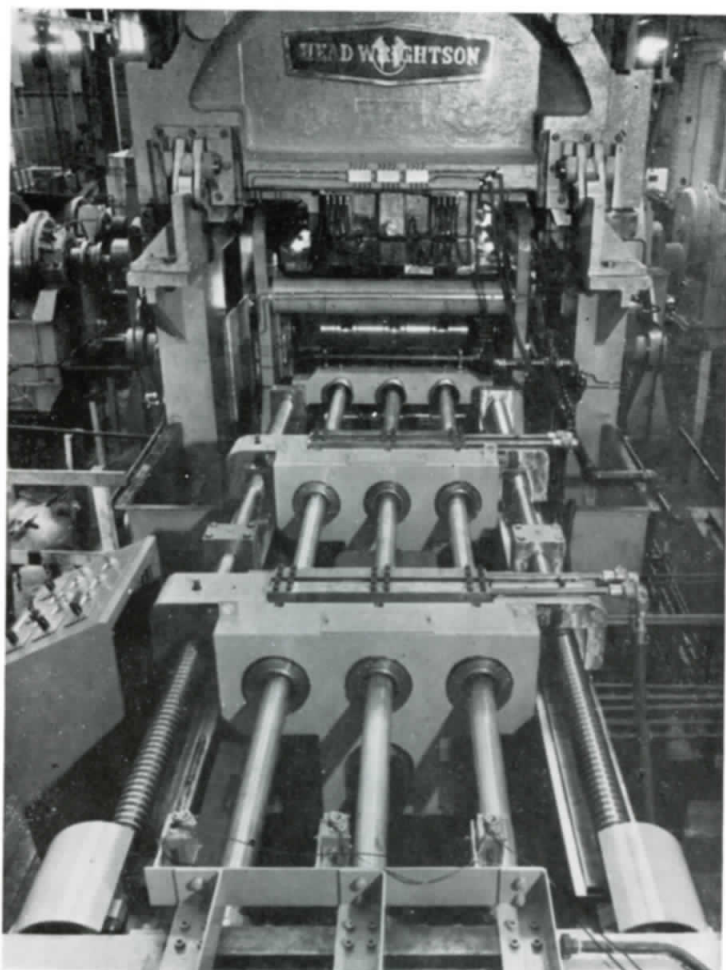


Head Wrightson Stampings Display in Victoria Square Kiosk — West Hartlepool

(Photograph by courtesy of the Northern Daily Mail)

The photograph of the "Boxer" tractor by Bolinder Munktell was part of a display in the Victoria Square Kiosk in West Hartlepool. This exhibition showed, by means of photographs and actual forgings, the type of work which is handled by Head Wrightson Stampings, and the opportunities for employment.

It was featured throughout the month of May this year, and attracted a fair amount of attention.



Triple Strand Cold Tube Rolling Mill

The first triple strand cold tube rolling mill to be built by The Head Wrightson Machine Company Limited, was completed earlier this year, and leading copper tube manufacturers in this country and in Europe were invited to witness a demonstration of this machine in our works in March.

In one operation, this mill rolls down copper shells of $3\frac{1}{2}$ inches O.D. with a wall thickness of 0.31 inches to tubes of $1\frac{1}{2}$ inches O.D. and 0.07 inches wall thickness, three shells being rolled down side by side simultaneously.

The mill is the heart of a complete seamless copper tube plant which we are supplying to Sociedad Espanola de Construcciones Electromecanicas S.A., Cordoba, Spain.

The remaining major units forming part of this plant are a rotary piercing machine, a 66" diameter bull block, and an uncoiling, testing, cut to length, and recoiling line, and the plant is designed specifically to produce small bore seamless copper tubes.

The process starts with the induction heating of solid copper billets up to rolling diameter, these billets then passing singly through the rotary piercer to produce hollow shells which are then fed to the tube rolling mill three at a time. The tubes emerge from this mill approximately 200 ft. long, are coiled and then passed to the bull block where they are further drawn as many as 10 times to produce a coil of small diameter tube of around 3,000 ft. in length.

These coils of tube are finally uncoiled, straightened,

tested, and either cut to length, or recoiled in saleable lengths.

The plant, when completed, will be the most modern seamless copper tube plant in Spain, and one of the most modern in Europe.

HEAD WRIGHTSON TEESDALE LIMITED

Dover Car Ferry Ramp

The port of Dover which serves at least four ports on the Continent, is extremely busy, and a need was felt therefore to provide a twin deck ferry ramp in addition to the existing ferry, and so double the turnround of shipping.

The ramp is designed to operate within a tidal range from low tide at 6 ft to high tide at 28 ft. The approach from the apron to the dolphin is 60ft, the bottom roadway comes straight in, and the top roadway comes in at an angle of 60° . The bridge is designed with a portal frame and a winch to lift or lower the bridge as required, according to the state of the tide. To enable the bridge to travel vertically, rollers have been fitted on each side of the bridge, which engage in a vertical track connected to the portal transom, and the side of the portal dolphins. Horizontal displacement at the shore end of the lifting ramp, necessitated rollers being used there also.

To cater for the swell in the water, two flexible link-spans have been fitted to each level of the bridge. The link-spans, which are 12 ft long, seat onto the ship's deck. The bridge is designed to load or unload cars from twin-deck ships, varying from 12ft to 16 ft between decks. This is accomplished by the provision of a separation deck, which is raised by machinery situated directly beneath the top roadway.

The bridge, which is 140 ft long, is controlled from a cabin sited on the side of the bridge. The deadweight of the bridge has been counter-weighted sufficiently to give approximately 10 tons load preponderance.

This twin level car ferry ramp has been built adjacent to the existing car ferry installation at Dover, and will enable twin deck ferry ships to be loaded and unloaded simultaneously, at any state of tide, thus ensuring a faster turnround and providing an even more efficient car ferry service.



Twin level car ferry ramp at Dover

Recollections

by MISS M. ALLAN, Head Wrightson & Company Ltd.

In 1965 we read
Of this firm and its beginning,
A small iron foundry it was then
But other orders it was winning.

But there were lots of other things
That booklet did not tell,
So some are here recorded
For you on them to dwell.

A photograph that we have seen,
Taken 1869,
Showed beards much in evidence —
Elegance — or saving time ?

When the company was founded
In time so long ago,
'Twas a strictly male establishment,
Meant to continue so.

A firm without the fair sex ? — no,
For in June 1915
The first three ladies e'er employed,
Entered upon the scene.

A shorthand typist one became
and two on the switchboard,
Soon several others were employed ;
Acclaimed with one accord.

No fraternizing was allowed —
'Twas strictly frowned upon.
The females did not leave for lunch
Till the males were almost home.

How times have changed, thank goodness, from
Those unrealistic days.
At least we manage a lift at times,
Going our various ways.

Just prior to the second world war,
A fire brigade was formed.
The volunteers were many and
Soon to the job they warmed.

They practiced hard and often and
With great long lengths of hose,
They put that practice to good use
On fires caused by foes.

In peacetime they still persevered
And competitions won.
From finals held in London, they
Brought the main trophy home.

It seems quite strange, on looking back,
To think that, with H. Q.
The foundries, forge and stampings were
The only other few.

The Firm has grown at speed since then,
With subsidiaries more and more
You want a change ? — then take your pick,
For there is scope galore.

For years, when applying for a post,
To Personnel one would go —
Climbing the stairs, to find a maze
Of offices on show.

Having started work, perhaps you'd joined
An office across the road
And, expecting a comfortable chair and desk,
Into that room you strode —

Only to find, alas, that you
Quite dexterous had to be —
A mighty heave to grasp that rail,
Then, with luck, you'd seated be.

Each summer, many folk visit
The spacious works' sportsfield.
Opened about 1920
It filled a long felt need.

There's a bowling green like velvet ;
A couple of tennis courts ;
A football pitch and cricket too
and room for children's sports.

The highlight of the tennis courts —
One glorious summer day —
Was an American tournament
When everyone could play.

Tea followed — and then dancing on
One court, to music gay.
That pleasant evening ended with
A firework display.

Thinking of music, brings to mind
Our very own works' band ;
Its excellent performances
Put it in great demand.

Its played for us in various parks,
Also on radio —
And at other outdoor functions
Its been known to " steal " the show !

Something new in circulation
In January '49 —
The No. 1 works' news letter —
Progress along the line !

We read of all the services
Rendered by the subsid's —
And of a " first " in all the world —
That aluminium bridge.

We learned, too, of those huge dock gates,
Weighing sixty two tons each,
Being towed from Thornaby to France,
Let's hope they filled the breach.

Who better to be chosen as
personality No. 1
Than the chief estimator, who
In '87 had begun.

At Easter weekend '49,
After working extra hard,
The toolroom men had Tuesday off.
It was a just reward.

So no one worked that Tuesday night.
The early hours were quiet —
Till — cars went racing round like mad —
For why ? — there was no riot.

The toolroom and apprentice school,
The store rooms and canteen,
Were well alight — the biggest blaze
The area had seen.

Our fire brigade, with others too,
Earned worthy praise that night —
And fireproof doors, which they'd asked for,
Halved their terrific fight.

Alas! a firm with no canteen —
But things moved fast from then.
Building a temporary one began —
Temporary? — say that again!

Now something else was under way
In Teesdale hall at night;
Much joinery and painting, which
Next day was out of sight.

Eventually we realised
What it was all about.
A dramatic society was formed —
With talent, there was no doubt.

They put on some amazing shows,
With scenery superb —
Then begged and borrowed — never stole —
Without the least perturb.

We thoroughly enjoyed the plays —
Unfortunately, all too few;
With one proviso — those ridged seats
Needed upholstery too!!

After much thought and planning, an
Adjoining site was cleared,
To start work on new offices —
Till then, just a dream, we feared.

Pile driving started and went on
And on — and on — and on —
Were we relieved when, at long last,
That special job was done.

A staircase was pulled down while we
Were out for lunch a while
When we returned, a safe — once hidden —
Was sticking out a mile.

When the new block was completed,
It filled a long felt need —
No more congested offices —
That's what we thought, but heed.

That block filled up in double quick time.
Where did the staff come from?
The old part took on a new look,
With modernization done.

When personnel moved across the road
To their ground floor offices,
The cottages were demolished,
Leaving wide open spaces.

As a very special date approached,
Things were pushed up indeed.
That first car park was then laid out,
My goodness! — at what speed.

Next day a new footpath was laid —
Then six trees spaced just right
And, believe it, or believe it not,
A lawn grew overnight.

What was it all in aid of? — could
It be coincidence?
A special train from London brought
Many guests, who, after lunch

Proceeded to the riverside
To see the great event —
The first atomic reactor launched,
Which then to Bradwell went.

Some, making sure of a good view,
Were rather over keen
And quite forgot the tide would rise
As that great bulk went in.

They were much wiser afterwards,
For a drenching they received.
If only someone with a camera
Had acted then with speed.

We were pleased to have the chance to meet
The visitors that day.
Many were but names to us till then,
Being so far away.

Quite unsuspectingly there's been
A trend in recent years.
Where have those cycle racks all gone? —
With locks and bolts and bars.

Ah! — they're not needed any more.
The affluent age is here.
Glance at the car park as 4-0 blows
And see cars disappear.

When making journeys for the firm,
No need to use your car.
Dial 113 — and you'll receive
Service around "five star".

The roads are most congested
At any time these days,
So one large firm is most polite
And a huge notice displays.

The poor frustrated motorist
Accepts the "regret" with grace —
Until he finds a load has slipped,
Blocking the whole road space.

Remember some few years ago,
Of that bank holiday
'Twas posted on the notice board
Just in the usual way.

When staff returned on Tuesday, it
Was pointed out to them,
That notice said two days, not one,
So a few went home again.

We did not have a clue as to
Whom that "typist" could be,
But straight away, that notice board
Went under lock and key.

There's a lovely Georgian mansion
In a Yorkshire beauty spot
And if you have not seen it yet,
Then you've missed quite a lot.

Its only a few miles from here —
The view around is fine —
And its being taken over by
The firm a second time.

But this time's rather different, for
The building is to be
The actual headquarters of
The entire Company.

Personal

BIRTHS — CONGRATULATIONS

H.W. Machine Company Limited

Mr. and Mrs. R. G. Baker — a daughter, Sarah Jane.
Mr. and Mrs. A. Hill — a son, Phillip Julian.
Mr. and Mrs. P. B. Hickes — a son, Simon John.
Mr. and Mrs. R. McConnell — a son Alistair Robert.
Mr. and Mrs. J. I. Stalker — a son, Christopher Michael.

H.W. Process Engineering Limited — London

Mr. and Mrs. Chapman — a daughter, Carolyn.

H.W. Stampings Limited

Mr. and Mrs. J. McPhillips — a daughter, Joy Marie.

H.W. Teesdale Limited

Mr. and Mrs. T. Thomas — a daughter, Ann Maria.
Mr. and Mrs. Bruce — a son, Malcolm.
Mr. and Mrs. T. Davies — a daughter, Katherine.

MARRIAGES — BEST WISHES

H.W. Machine Company Limited

Mr. D. A. Lowery (Tubes D.O.) to Miss S. Milner.

H.W. Stampings Limited

Miss J. Arnell (Sales Sect.) to Mr. P. Bennett.

H.W. Teesdale Limited

Miss O. Passman (Bridge Yard-Ratefixing) to Mr. G. Houldey.

RETIREMENTS — GOOD WISHES

H.W. Stampings Limited

Miss N. P. Kaye.

H.W. Teesdale Limited

Mr. T. Waitte — Bridge Yard.
Mr. J. Bird — Bridge Yard.
Mr. H. Staworzynski — Wagons D.O.

H.W. Machine Company Limited

Mr. H. Walker — Inspection Dept.

DEATHS — SYMPATHY

H.W. Stampings Limited

Mrs. D. McCaffery, wife of Mr. D. McCaffery (Die Shop).
Mrs. O. Billingham, wife of Mr. O. Billingham (Steel Control).
Mr. M. Cheevers, son of Mr. & Mrs. Cheevers (Die Shop).
Mr. R. Fountain (Die Shop — Retired).



Mr. and Mrs. P. Bennett



Mr. and Mrs. D. A. Lowery



Mr. and Mrs. G. Houldey

Sport

HEAD WRIGHTSON TEESDALE LIMITED

The department football teams broke new records this season, having both teams in the final. It proved to be a very good game, with the 'A' team winning 4-1.

A couple of action shots taken during the match by Tommy Enwright are shown on this page.



J. Kirk clearing the ball away from H. Westwood.



A. Whitelock heading the ball away from the 'A' team goal.

HEAD WRIGHTSON STAMPINGS LIMITED

In December, 1965 a Stampings' staff football team was formed and has since played many Sunday games against local sides. The highlight of the season was a two-leg encounter with a team representing the Management. The first leg ended in an easy victory for the Staff XI but the second leg was sensationally won by the much weightier Management XI. The teenage staff side then followed this with a disastrous debut in the inter-departmental competition.

In the remaining games of the season, however, the team ran into form and their match results ceased to be a source of amusement amongst colleagues.

After numerous permutations, the team captain, B. Bennison, believes they have at last found the basis of a successful side which he hopes will continue to excite the crowds next season.

HEAD WRIGHTSON MOTOR CLUB

SPRING RALLY — MAY 14th/15th

Since the introduction of legislation covering rallying, most of the proposed events in the months of April and May were refused approval. However, thanks to the determination and work of David Auld (H.W. Machine Co.), who as Clerk of Course obtained a permit, the Head Wrightson Motor Club Spring Rally took place on the night of Saturday May 14th.

Over 30 starters left the Garage at the Two Mile House, Durham Road, Stockton, on this 120 mile event. The accent was on navigation, and after the first easy section many crews were seen wandering about not knowing where to go!

Time penalties were numerous, and this pattern continued throughout the night, with cars arriving later and later at successive controls. The winners were Rex Young and Moss Isley, with over 1,000 penalties. The best Head Wrightson member was Dave Collins, who completed half the course with no clutch.

VISIT TO THE POLICE DRIVING SCHOOL — SEDFIELD

Twenty members of Head Wrightson Motor Club enjoyed a pleasant evening at the Police Driving School, Sedfield on June 20th. Demonstrations of skidding were given by a police instructor on the "skid pan" in a Hillman Minx, and several members (rather reluctantly) accepted the invitation to ride in the car during some rather exciting "spinning" and "hand brake turning."

After a visit to the museum, and a general talk on driving, "road craft", and using the "simulated driving" car, the evening was terminated with several members having their eyes tested. Further visits are to be arranged and for anyone interested it is a most enjoyable evening.

FORTHCOMING EVENTS

August 22nd — Treasure Hunt (about 30 miles finishing at a country pub for refreshments).

September 19th — Indoor rally (senior staff canteen).

September 25th — Autumn novices rally.

October 24th — Film Show (senior staff canteen) including the Indianapolis Grand Prix 1966.

December 12th — Film Show (senior staff canteen) Chiefly rallying.



Chas. Ashby, and Bill Kendrick (H. W. R. & D.) at the start of the "Stocktonian" in February.

Photograph by S. Waites — H.W.I.S.W.E.L.

Bits and pieces



Lyke Wake party outside the Queen Catherine at Osmotherley, just before starting the walk.

DOWN-UNDER, UP-OVER

The party that set out on the Lyke Wake Walk on Friday, 27th May, was unusual in that, included in their ranks, was the first Australian to attempt the walk. This was Mr. Alan Hoffman, from the Head Wrightson office in Australia, who read about it in a previous issue of "Wright Ahead", and determined to complete the walk on his visit to England.

Taking part in the walk, in addition to Alan Hoffman, were Simon Butler, Ken Milburn and Wilf Mawby of Head Wrightson, and four members of the senior scouts.

The walk started at 8-15 p.m. on Friday evening, and was completed in nineteen hours (3-15 p.m. Saturday) by Alan Hoffman and Simon Butler, the remainder of the party taking twenty and a half hours to complete the journey, excepting two of the senior scouts who were obliged to drop out at 3-30 a.m. on Saturday morning at the Blakey Hotel, owing to the development of bad blisters and cramp.

The general feeling after the walk, expressed by Wilf Mawby, was that it was a tough experience, but a very worthwhile achievement.



Mr. Henry Staworzynski with a party of colleagues, after being presented with a silver tankard by Mr. Jack Hauxwell, on the occasion of his early retirement.

Mr. Staworzynski was a design draughtsman with the Wagon Department for 17 years, and has retired for health reasons.

PRESENTATION TO MISS N. P. KAYE

Miss N. P. Kaye, our Head Wrightson Stampings correspondent for "Wright Ahead", was presented with an oak clock by Mr. F. Brown, director and general manager of Head Wrightson Stampings, on her retirement after 15 years service. It was a premature retirement, for Nora has left to look after her elderly mother.

Our very good wishes go with her.



Miss. N. P. Kaye receiving her clock from Mr. F. Brown.

RETIREMENT

After 20 years service with The Head Wrightson Machine Company Ltd., Mr. H. Walker, Assistant Chief Inspector, retired at the end of April, 1966.

To commemorate this event a retirement dinner was held in his honour at the Devonport Hotel, Middleton-one-Row on 20th April, 1966, where he was presented with a wallet of notes from The Fellowship Fund.

We wish Mr. and Mrs. Walker health and happiness during their retirement years.



Mr. H. Walker is presented with a wallet of notes by Mr. S. Jackson, with Mr. T. Hunt looking on.

DUKE OF EDINBURGH SCHEME FOR GIRLS

The Duke of Edinburgh Award Scheme which the company have been running for over 2 years, is now open to girls between the ages of 15 and 18½ years.

Girls need not be afraid that the scheme is suitable only for rugged outdoor types: the expedition requirements are specially modified for girls and there is more emphasis on pursuits which are intended to appeal to girls, e.g. grooming and poise and housecraft.

Girls interested should contact Mr. A. E. Rose, Teesdale Planning, Mr. J. H. Doran, Personnel or Miss R. Tyreman, Teesdale Purchasing.



