

Spring 1969

# Wright ahead

the Head Wrightson magazine



# Editorial

This issue of 'Wright Ahead' is a little earlier than readers will have expected, since we are now publishing three issues per year. You will be receiving Spring, Summer and Winter issues in future. It would be nice to celebrate the Spring season, when nature is so full of promise, by recording that industry has also begun to blossom with new life. This is not yet the present circumstance. We can, however, observe the improvement that has taken place in our own position since last year. We have at least returned to a profit making position and the accounts will be published shortly. It is good to be able to say that our position today is much better than it was at this time last year and that it has every sign of improving further.

The success of our ENAMI tender for the copper mines in Chile is a great encouragement and we are hopeful that other work will follow. No effort is being spared by those who are spending long periods in various countries pursuing contracts and we take the opportunity of sending our appreciation to the wives of our much travelled executives. Assuming that most of them regard the absence of their loved-ones as a sacrifice, and not as a relief, we extend our sincere appreciation to them.

We hope that the upward trend in orders and in workload will continue and though the Summer will come and inevitably go, we hope that the economic climate will go on improving, without decline, to the benefit of us all.



## Appointments

Mr N C Lake, Deputy Managing Director, Head Wrightson & Company Limited was appointed President-elect at the centenary meeting of the Iron and Steel Institute, held in London on 23 April 1969. This is one of the premier honorary appointments within the Iron and Steel industry and Mr Lake will take office as President next May.



Mr G Gowthorp has been appointed Commercial Director of Head Wrightson Process Engineering Limited. Mr Gowthorp will be based at Thornaby and will be responsible for the commercial activities of all HWPEL offices.

## front cover.

A recent photograph of the London Office of Head Wrightson Process Engineering Limited located at 16/26 Baltic Street London EC1

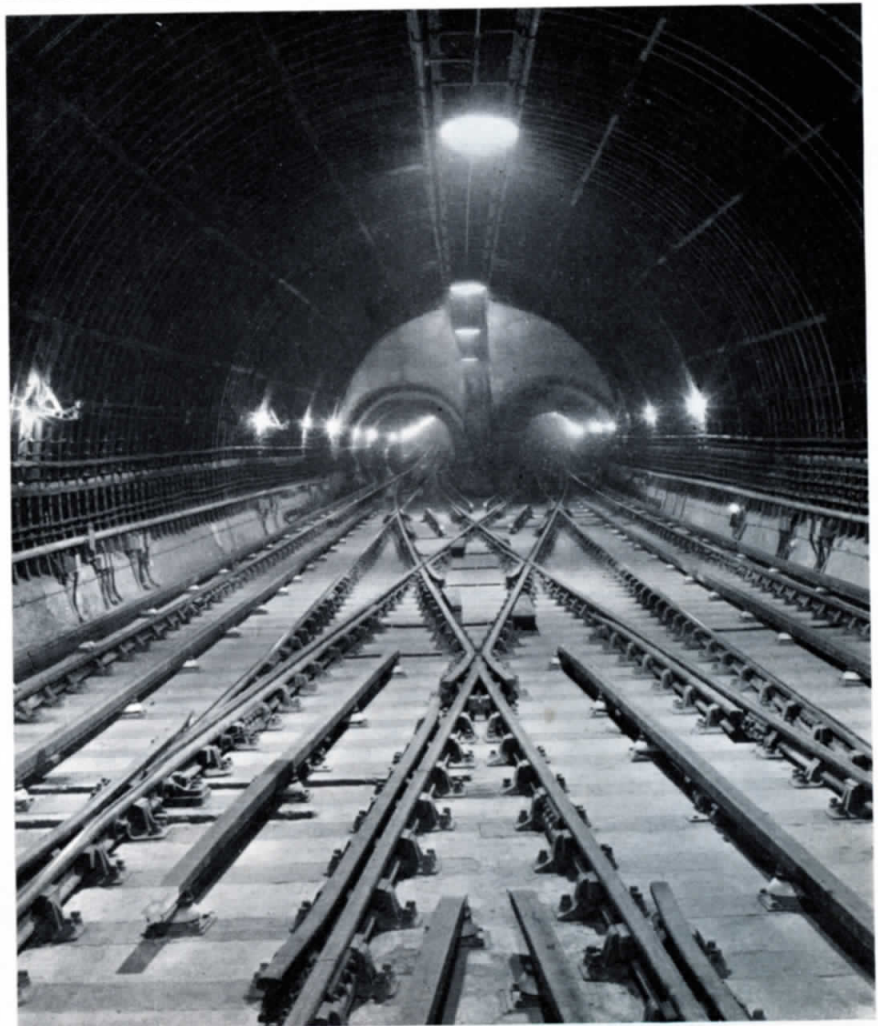
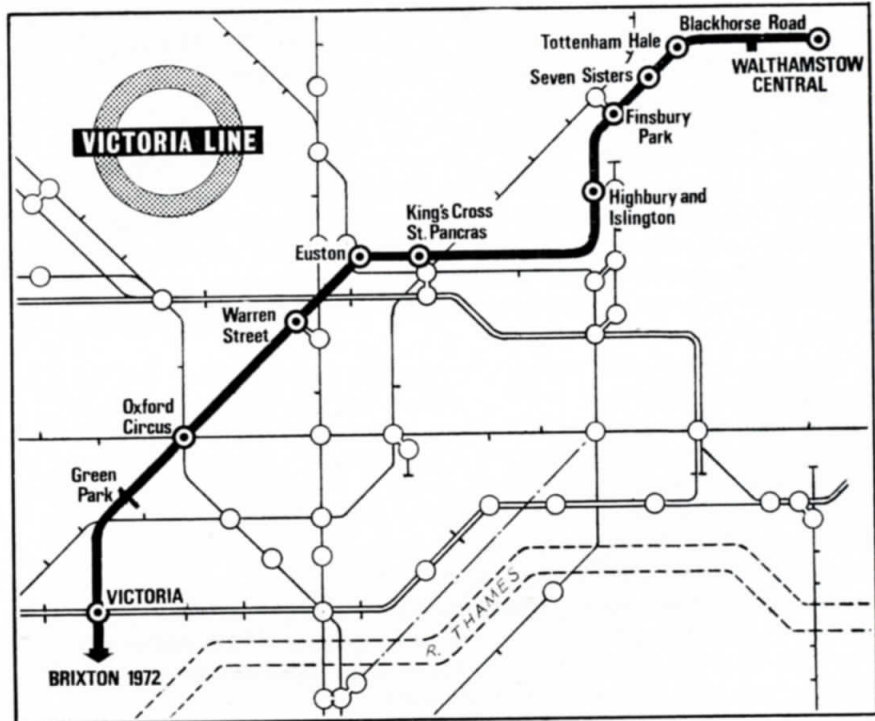
# The new Victoria Tube

Any new underground railway weaving through the complex of power cables, drains and mains beneath the central area of London could not possibly be simple to construct. Therefore the construction of the Victoria Line, London's first complete new tube for 60 years, was without doubt, extremely complicated and perhaps the most involved civil engineering project ever undertaken in London. Although the line is 10½ miles long, a total of 25 miles of tunnelling has been driven because the tube runs in twin 12 ft dia. tunnels plus service tunnels. Also, additional tunnels have been made to enable passengers to change to other lines at 11 of the 12 stations between Victoria and Walthamstow.

For this new network of underground tunnels, HW Iron Foundries supplied about a quarter of the cast iron segments, each demanding a high standard of finish and closeness of tolerance.

During the years 1962 to 1966, over 30,000 tons of segments varying in ring size from 5 ft to 35 ft were dispatched from Egglecliffe Foundry for the Victoria project. The new tube was officially opened on March 7th by Her Majesty the Queen. Sir John Wrightson was present at the opening ceremony and was one of the first passengers to travel on the new super-automatic trains during a tour of the new line. The £70 million project will provide a fast route across the West End and links four main line termini. Londoners, through travellers, and tourists will greatly benefit by the quicker, shorter and more direct journeys.

Head Wrightson cast iron segments have been used in the construction of London's vast underground railway system since the first tunnels were driven. Many thousands of tons of segments have been supplied including ordinary and curved linings and specially designed segments to form running tunnels, station tunnels, escalators, junctions, and openings. We are indeed proud to have contributed to this latest modern engineering feat, an achievement without parallel in any other city in the world.



A crossover tunnel  
(London Transport photo)

# Our links with QE2

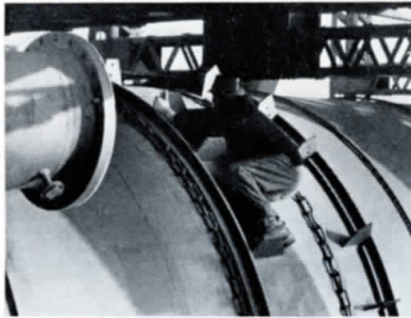
Widespread publicity has surrounded the QE2 but it is not generally known that HW Stampings have a close association with this famous ship in that they forged the whole and half links which were made up into the ship's stern anchor cable.

This cable is 720 ft long and made up of eight 15-fathom (90ft) lengths, each length being connected with a Kenter Shackle, also made by HW Stampings. In this cable length there are 768 half links and 384 whole links, each link weighing 48 and 86 lbs respectively. Whilst the QE2 has aroused considerable public interest, production of links at HW Stampings

continues throughout the year for The British Tayco Chain Co Ltd, to whom HW Stampings supply hundreds of tons of links. These are made into a variety of anchor cables for use on vessels ranging from small ships to huge oil tankers. The largest unit produced is a half link weighing 112 lbs which, in turn, is welded into whole links and chain lengths of some 6 tons. The illustration clearly shows the range of whole and half links used in this industry.

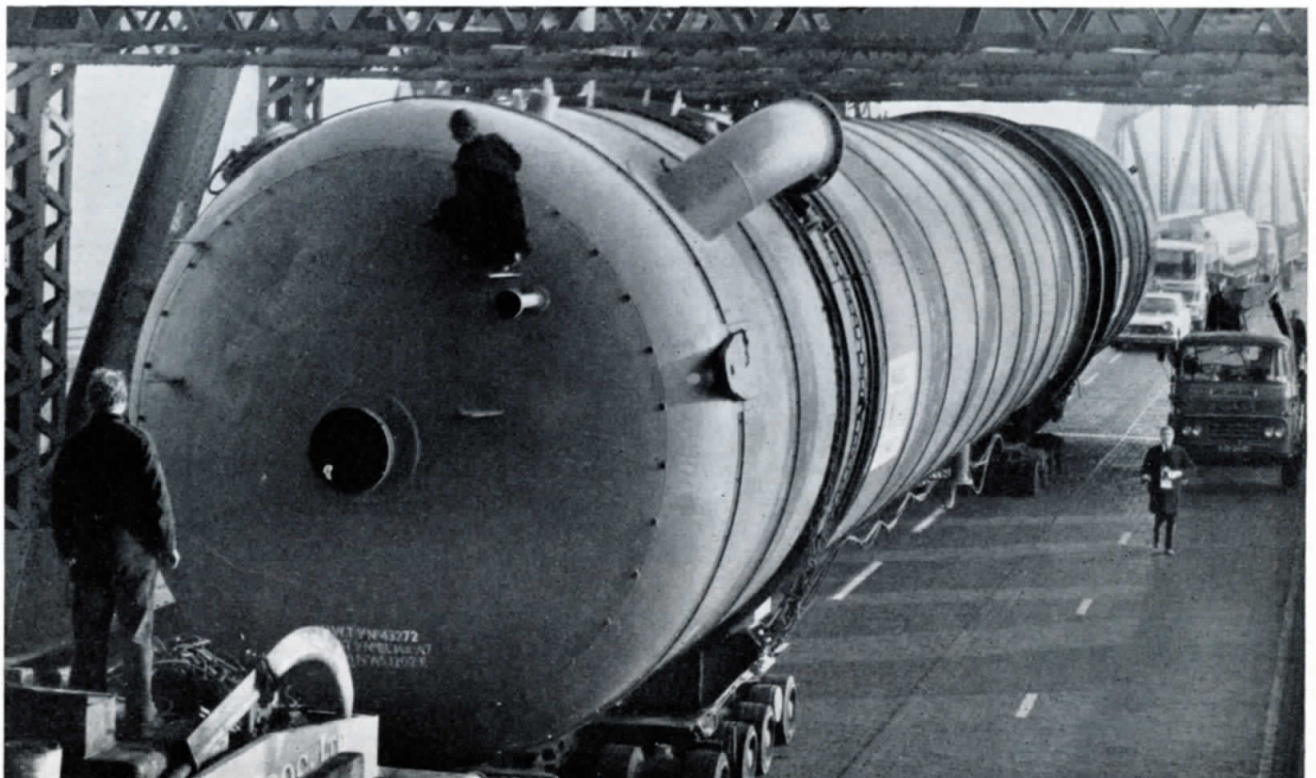


# HW regrets...

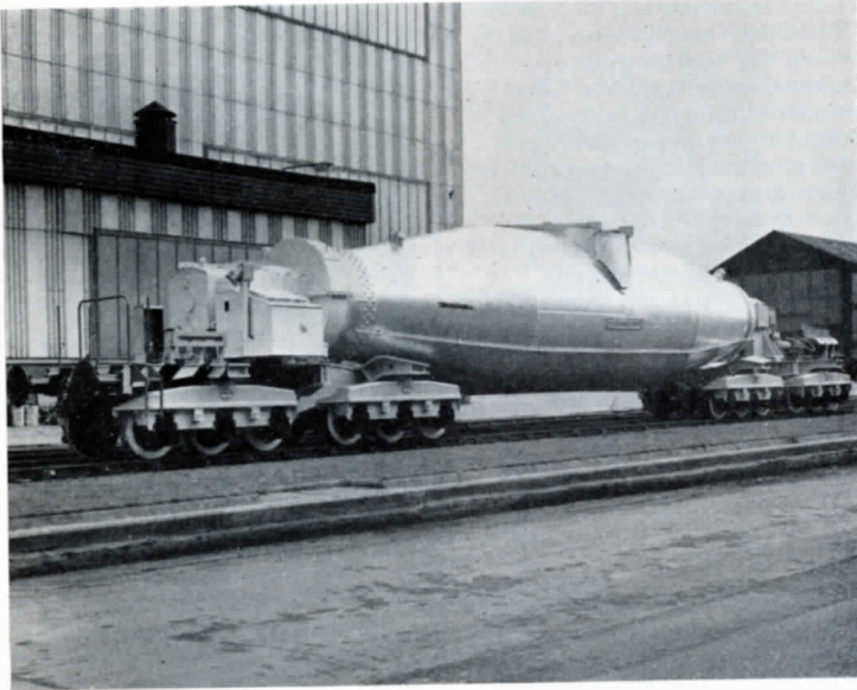


Photographs show an oversize load transported from HW Teesdale-Thornaby works to the Aromatics plant at the ICI North Tees site. The fabrication was a 17 ft 6 inch diameter, 135 ft long Prefractionator Splitter weighing 82 tons. The short journey involved a tricky, but expert negotiation of the Newport Bridge where there was only three inches of head room to manoeuvre the load. The fabrication

when mounted on the wheelbase had a ceiling height of 19 ft 7½ inches, the head room of the Newport Bridge is 19 ft 10½ inches on a sloping approach road. Every stage of the transportation had been well and truly assessed and the fabrication arrived safely on site as planned and with as little inconvenience to other road users as was possible.



## Torpedo ladle mixer cars



Photograph shows one of the seven mixer cars manufactured by HW Teesdale for the British Steel Corporation, South Wales Group, SCOW Division.

The first two cars were delivered to Abbey Works in January and the remaining five are scheduled for delivery this month.

These 270-ton capacity cars will be used for the transportation of molten iron from the blast furnaces to the new steel plant.

They will be the largest capacity cars operating in this Country.

The principal dimensions etc. are

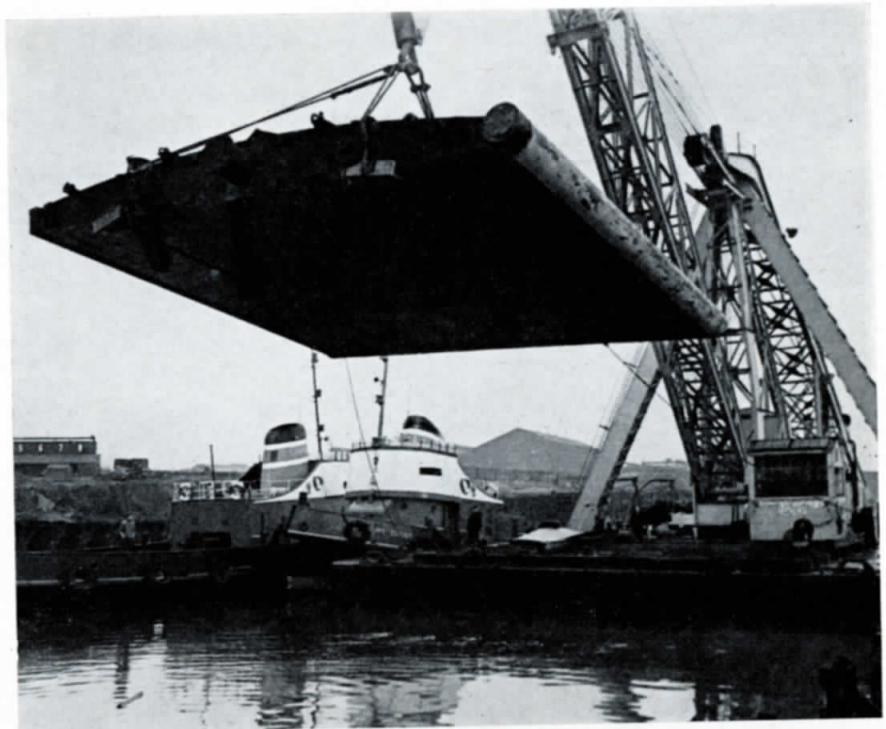
overall length	76 ft 6 ins
overall height	13 ft 4 $\frac{3}{4}$ ins
tare weight of car	193 tons
gross weight of car	463 tons

The cars are manufactured by HW Teesdale to the basic design of Treadwell Corporation of the USA.

## Dock gate for Seaham Harbour

A floating pontoon crane lifts a dock gate into the river. This 50-ton gate constructed by HW Teesdale was picked up from the Teesdale wharf and taken to Tees Dock where it was put into the water for towing to Seaham Harbour.

A Flap Gate for Grangemouth Dock Co Ltd was also recently despatched from HW Teesdale. This gate is being commissioned to allow the first vessel into the dock during May. Further contracts are being negotiated for a large pair of Sector Gates and a Side Hinge Gate for Mersey Docks and Harbour Board, Liverpool. These large and unique gates will form part of the Seaforth Development Project which includes a new wet dock with an entrance passage from the existing Gladstone Dock.



## More ingot moulds for export

HW Iron Foundries have received a second order from Norway for ingot moulds. The order is for 50 moulds for Electro-Staalverk A/S Jorpeland

near Stavanger. This follows the order for 60 6-ton moulds obtained from Norsk Jernverk A/S for Mo-i-Rana last year. This current

order will be shipped direct from Teesport to Jorpeland.

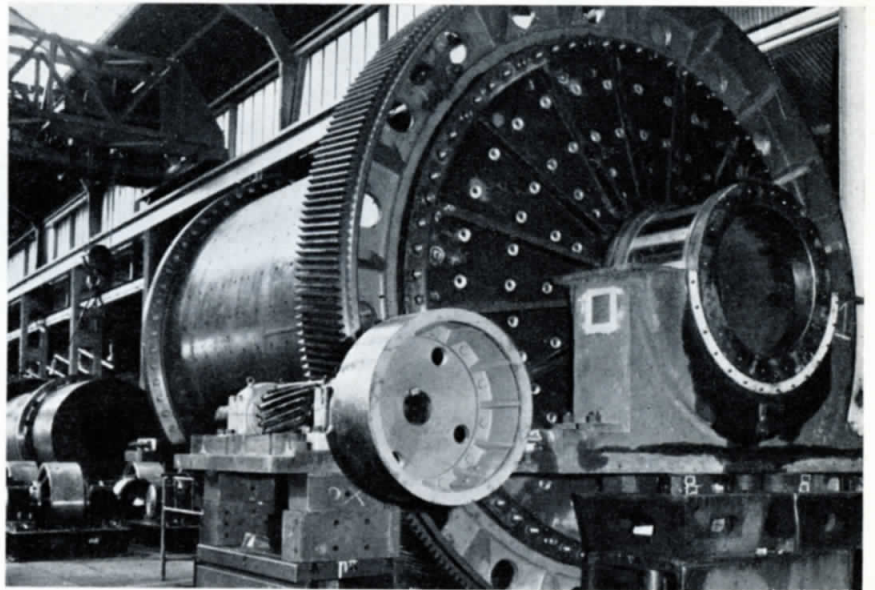
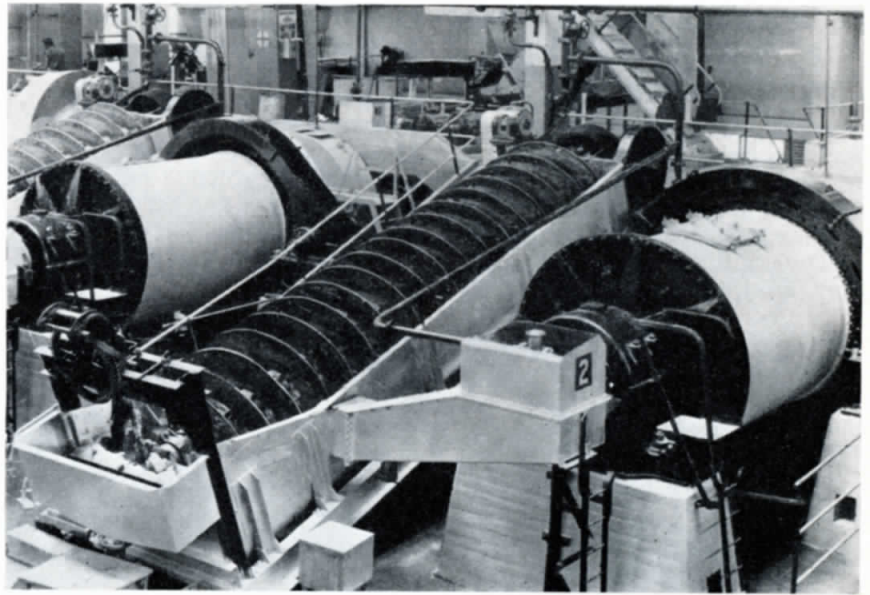
# Grinding mills

The first Head Wrightson grinding mill was installed at a South African gold mine in 1913 and since then, over five hundred machines have been built for the metallurgical, chemical, colliery and quarry industries. Most of the mills are still in operation, giving dependable service with minimum maintenance. Our modern manufacturing facilities enable us to offer a full-size range of grinding mills from the smallest, 3 ft dia. by 3 ft long drawing 8 hp, to very large units 12 ft dia. requiring up to 2,000 hp. The maximum mill length manufactured is about 45 ft. The tumbling mills manufactured by us are of three basic types: rod mills, ball mills and tube or pebble mills. All the mills are of cylindrical form, carry a charge of grinding media and are rotated about their cylindrical axes on hollow trunnions attached to the end walls of the cylinder. The material to be ground is usually fed to the mill continuously through one end trunnion and leaves through the other, although in certain applications the product may leave the mill through a number of ports spaced around the periphery of the shell. During its passage through the mill the material is reduced by the grinding media through impact and attrition.

A BALL MILL carries a charge of steel or iron balls and has a length to diameter ratio in excess of 0.75. Product sizes obtainable from the ball mill range from 35 mesh to sub-sieve sizes. The ball mill is used for secondary grinding in ore concentration plants, for cement raw materials and clinker and for a wide variety of minerals and chemicals.

A ROD MILL carries a charge of steel rods and has a length to diameter ratio usually in excess of 1.5. Product sizes range from  $\frac{1}{8}$  in to  $\frac{1}{4}$  in mesh. Typical applications of rod mills include primary grinding in ore concentration, pulverisation of coke, coarse grinding in sand, chemicals, etc.

The terms TUBE MILL and PEBBLE MILL are loosely interchangeable, but generally a tube mill has a lining of hard iron or alloy steel castings and the grinding media may be pebbles or selected pieces of rock with, possibly, some steel balls. The pebble mill carries a charge of pebbles or porcelain balls and may be lined with quartzite, siliceous or porcelain. Tube mills are becoming increasingly popular as autogenous



grinding machines where large pieces of the ore are used as the grinding media. Pebble mills are normally used in place of the ball mill when fine grinding of chemicals, etc., where iron contamination of the product must be avoided. HW Teesdale continues to receive valuable orders for grinding mills for plants in the UK and overseas and at present they are negotiating for a number of large contracts for which grinding circuits are required. A recent valuable order received by us was for the grinding mills at the lead-zinc-silver mine for Mogul of Ireland Limited at Silver Mines, Ireland. This plant was described in detail in the last issue of Wright Ahead.

*top:*  
Ball mills in closed circuit with Akins Classifiers, grinding copper ore in Africa

*bottom:*  
Ball Mill under construction at HW Teesdale - Stockton Works

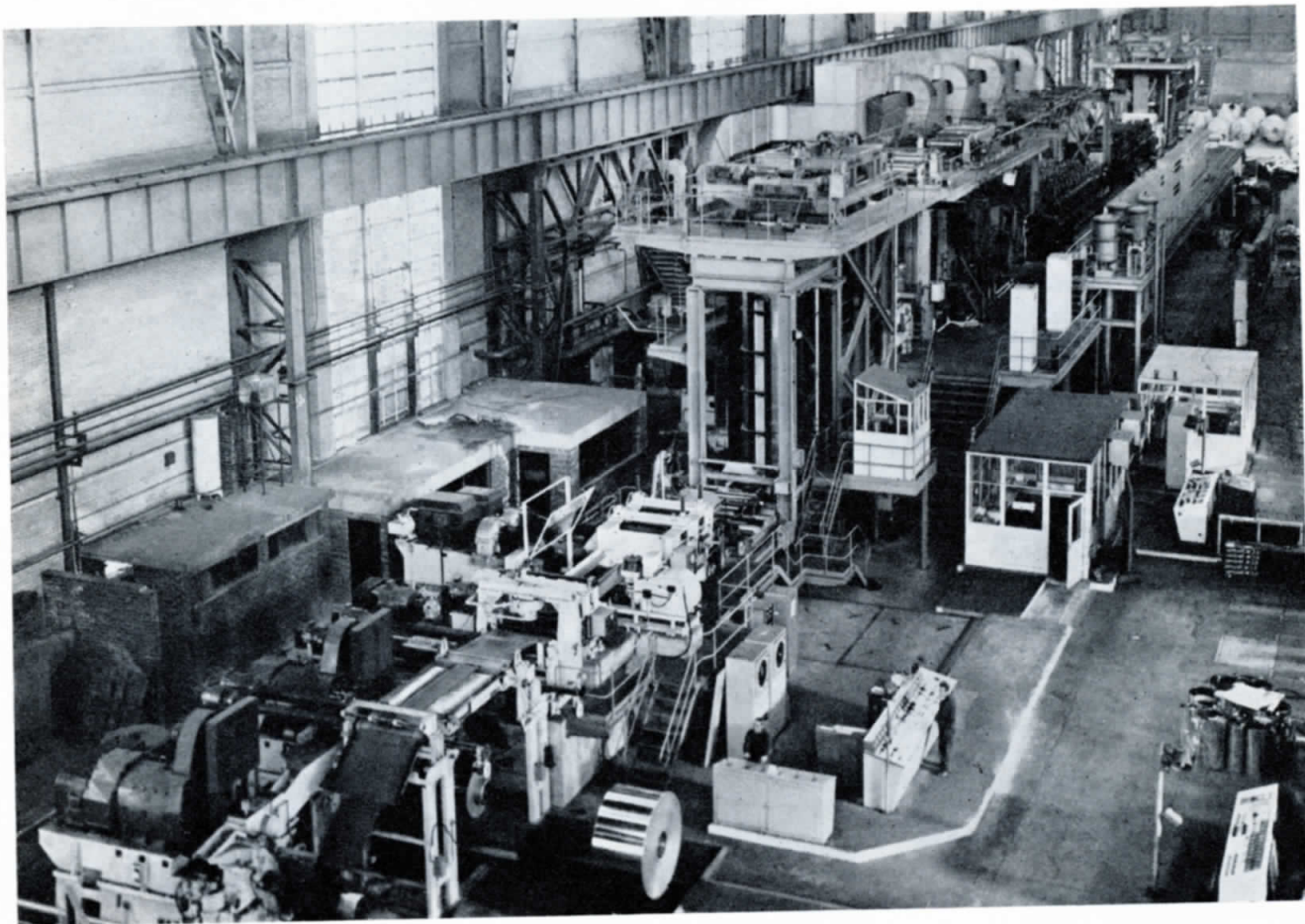
# Electrolytic tinning lines

As living standards increase, so does the production of tinplate throughout the world. About 90 per cent of the estimated 15 million tons of tinplate made every year is destined for the packaging industry, half of it for canning foodstuffs. Something like three quarters of the world tinplate production now comes from electrolytic tinning lines. The Head Wrightson Machine Company

Limited is fully equipped with facilities to design, engineer, manufacture and install complete electrolytic tinning plant of the most modern type.

Most tinplate is produced on Ferrostan Electrolytic Tinning Lines and it is of interest that HW Machine have received orders for 4 out of the last 5 lines installed in this country.

*The first* was for The Steel Company of Wales Limited, and was commissioned at their works in Velindre in 1957/8. The line has a plating capacity of 1 lb per basis box at 800 ft per minute, and a maximum speed of 1,250 ft per minute. It can coat the sheet differentially, that is, apply different tin thicknesses on either side.



*The second* was for Richard Thomas & Baldwins Limited, and was commissioned at their Ebbw Vale works in 1961. With a capacity of six million basis boxes a year, when installed this line was the fastest and largest electrolytic tinning line in the world, and is still the fastest in Europe.

It has a plating capacity of 1 lb per basis box at 1,125 ft per minute, with a designed operating speed of 1,500 ft per minute and facilities for operating at 1,700 ft per minute (in plain English 1 lb per basis box means that the line is capable of applying a tin coating .00006" thick over an equivalent area of approximately 436 sq. feet. This incidentally

is classed as a heavy coating!). The complete plant was engineered and manufactured by Head Wrightson and includes: A coil preparation line which prepares the cold rolled strip for the tinning line. It cuts out and recoils on a separate reel all reject strip, joins strip by seam welding, trims the edges of the strip to the required width and rolls the scrap into balls. A Ferrostan tinning line of advanced design which can provide different coatings on each side of the strip if required. It has an unusually large reservoir of strip to enable a new coil to be welded to the tail of the previous one without stopping the line. The electrolytic tanks are

elevated giving an improved layout, and vertically mounted drive results in better accessibility for roll changing. There is a production analyser which prints out the total footages of off-gauge sheet and faulty coatings after every coil is completed, and a data recorder which produces a tape indicating the position of reject material in each coil for subsequent play-back on the cut-up lines. It also incorporates the first really successful printing device for marking the heavier coated side of a differentially coated sheet. Two cutting-up lines are provided for independent operation. These are necessary because at the high

**Electrolytic tinning lines (contd)**

speed of the tinning line accurate shearing is impossible. The cut-up lines have speeds of between 600 and 1,000 ft per minute depending on the length of the sheet cut. No. 1 cut-up line is arranged so that strip from the tinning line can be fed directly into it when the tinning line is working at speeds up to 1,000 ft per minute. The tinfoil sheets are classified automatically into piles of primes, pinholes, off-gauge and menders. An inspection and assorting line receives tinfoil other than primes from the cut-up lines and re-sorts

them into seconds, menders and rejects. This line works at a speed of 500 ft per minute.

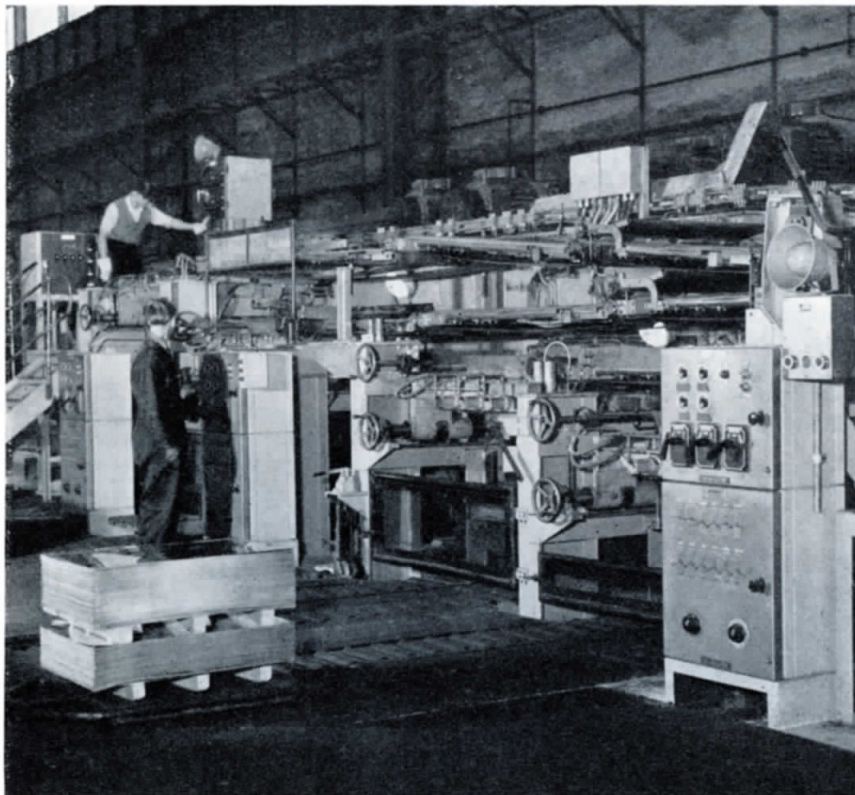
*The third plant* was for The Steel Company of Wales and is very similar in design and speed to the line described above which was built for Richard Thomas & Baldwins Limited.

*The fourth plant* is also for Richard Thomas & Baldwins, Ebbw Vale, and one of the important features of this line is that it will have a maximum speed in the processing section of 1,750 ft per minute, which is even faster than the line installed by HW Machine for RTB in 1961. A 4,000 ft per minute Coil

Preparation Line and a Tinplate Cut-Up Line are also included in this contract.

The cut-up line will include the first automatic flying shear to be installed in this country which can operate at speeds up to 1,250 ft per minute, which is faster than any other line outside of the USA.

The complete plant is due to be commissioned very shortly. The HW Machine Co Ltd are in the final stages of negotiation with the USSR for a tinning line, coil preparation line and two cut-up lines, which will be very similar to the latest lines supplied to Richard Thomas & Baldwins.

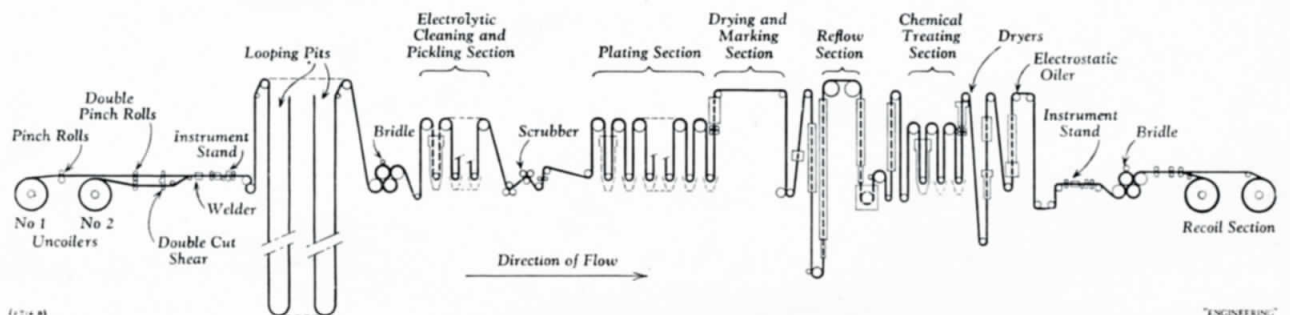


*photo far left:*  
No. 4 electrolytic tinning line,  
SCOW Trostre Works

*photo left:*  
Exit end of tinplate cut-up line  
showing classifier (RTB photo)

*photo above:*  
No. 2 electrolytic tinning line,  
Richard Thomas & Baldwins, Ebbw Vale,  
showing exit end section (RTB photo)

**Electrolytic tinning line**



(17-61)

"ENGINEERING"



# HW success in coke oven construction

An exciting new venture for HW Australia was successfully completed with the production of the first blast furnace coke at the Broken Hill Proprietary Company Limited Whyalla Steelworks in South Australia.

Our wide experience in other areas of steelworks construction, combined with our good reputation from previous work at the Whyalla site, won this valuable contract for us in the face of competitive tenders. The contract was divided into a number of sections involving the part supply, fabrication and erection of the coke oven battery, the by-products treatment plant, and some individual items of major plant equipment. The overall value of the contracts awarded to HW Australia being \$A4 million (£1.9m).

The single battery of 72 underjet type, regenerative, low differential coke ovens divided into 36 oven units, was designed and engineered by the Wilputte Coke Oven Division of Allied Chemical Corporation in the USA. Coking capacity of the plant is 6,000 tons from each unit of 36 ovens. The by-products plant

was designed by Woodall-Duckham Construction Company Limited, England. Products to be recovered from the gas stream were Ammonia Sulphate crystals, liquid Ammonia, Tar and Coke Oven Gas with provision for a benzole plant in the future.

BHP's own plant supervisors and operators worked in conjunction with the designers' commissioning engineers for the start-up of the equipment.

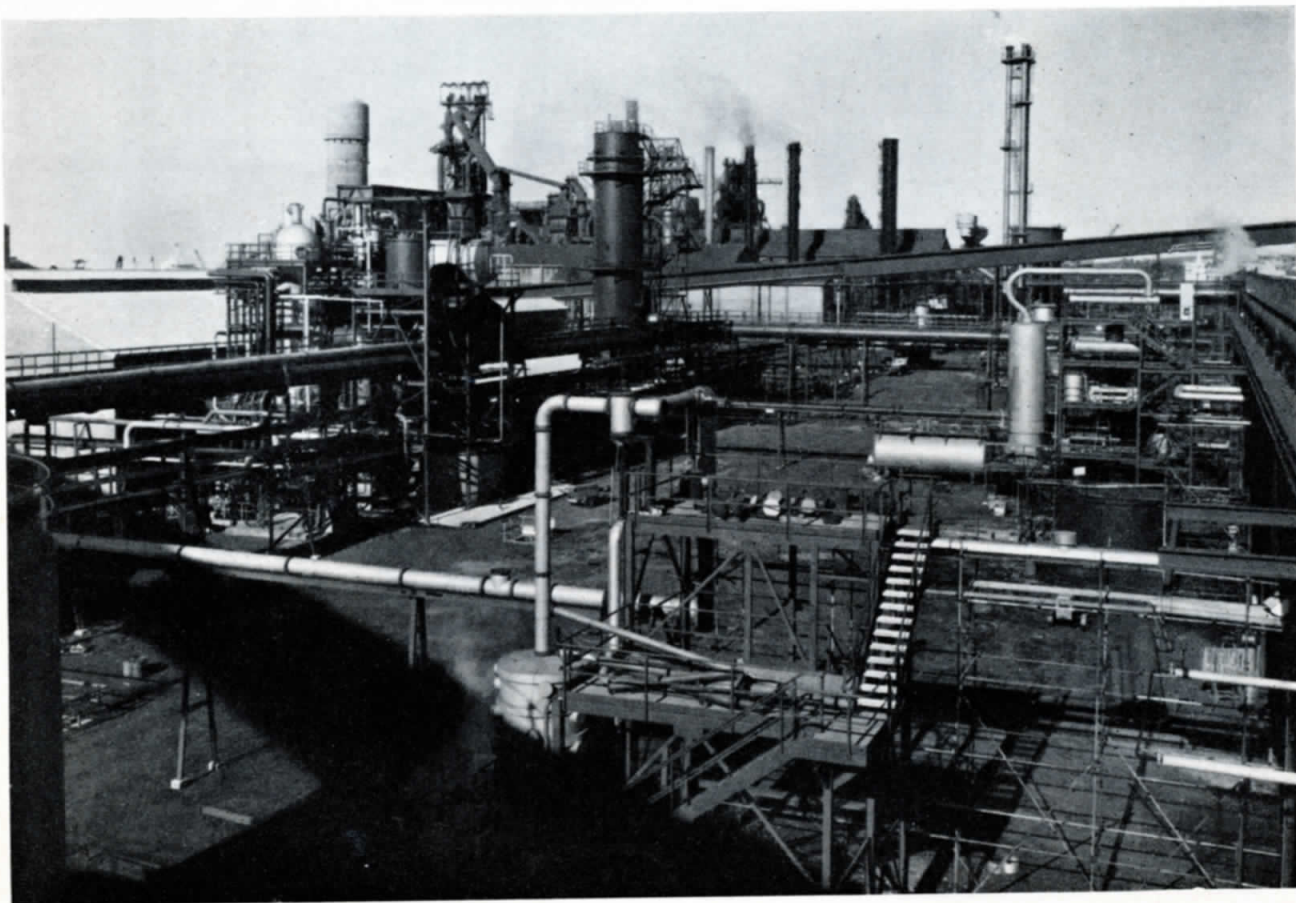
Construction by Head Wrightson commenced on the coke oven battery in February 1967 and the first steelwork of the by-products plant was placed in April of the same year.

Pressure to complete in quick time was apparent from the start as the new ovens were to be utilised to supplement the feed at the new Head Wrightson No. 1 Kwinana blast furnace in Western Australia, as well as to supply coke when other coke ovens operated by the customer in New South Wales were expected to reach the end of their service.

The first hint of difficulty with the construction programme came over

deliveries of refractory bricks to our client's order. By applying a fresh approach to the problem, a bold and imaginative, though unconventional construction programme was drawn up, which reversed the sequence of some operations and put the job months in advance with regard to steelwork erection, at the same time, the time available for the completion of the brickwork was extended by a similar period. In accordance with this new sequence the erection of the buckstays commenced immediately, and the collector main sections were erected on the buckstays while the oven brickwork was still at an early stage of development. This allowed welding and fitting operations to proceed in sequence from the erected steelwork, completely independent of the brick deliveries. Structural and mechanical installations were almost complete by the time the brickwork reached the oven top level. The anticipated delays in brick deliveries did, in fact, occur.

The plant five days after commissioning



### HW success (contd)

However, our foresight in the early stages allowed the lighting up of the first unit of 36 ovens to take place at the scheduled time. Late deliveries on one major item of equipment again threatened to spoil our efforts. Special stainless steel rollings required for the manufacture of the two Ammonia absorber vessels were delivered three months late. When the plate did become available a great deal of difficulty was experienced in forming the large fabrications to the domed end profile shown on the drawings, many X-ray photographs and weld repairs being required. It was seen that the heating up period of eleven weeks would already be commenced before the first absorber vessel was delivered to site.

Again we were involved in close examination of the construction techniques and courageous planning allowed us to commit ourselves to proceed with the start of the heating up period before the delivery of the essential absorber vessels was accomplished. The new plan involved two major construction departures. Firstly, the construction of the steel structure at the Absorber area was proceeded with to the maximum possible extent. Service pipework was re-routed and associated vessels erected in such a way that there remained just sufficient room to

erect the first Ammonia absorber vessel through the structure from one side. The remaining time to complete connections before the charging of the first coke was only six weeks. Secondly, the unique decision was made that the plant would be so arranged that it would start up on only one Ammonia absorber vessel, the second vessel being delivered only two weeks before the pushing date of the first coke. Essential connections were completed as planned and the final connections to the second vessel were made while the plant was 'on line'. After start up all fabrication and erection was done under stringent safety conditions due to the proximity of coke oven gas. Another point of interest relating to this particular project was the decision by the client to use Liquid Virgin Naphtha as the fuel for heating up the first 36-oven unit. Because of the remote location of the plant, a large reservoir of this highly volatile fuel was required, sufficient to supply the whole of the heat up period and to allow for any unforeseen delays which might cause the heat up period to be extended. For this purpose it was decided to use one of the 400,000 gallon capacity Dry Tar storage tanks. Safety precautions again became a major factor and raised limitations to welding in the proximity of the storage tank. The roof of the Dry Tar tank was redesigned by HW so that in the

event of a fire or explosion, the roof would blow off before the side walls ruptured. As a further precaution a surrounding 'Bund Wall' was constructed of mild steel plate which would act as a secondary container to restrict the fuel if the main tank did split.

The success of the contract was realised at an informal ceremony in April 1968 when Mr S M F Martin, General Manager, BHP Whyalla, ignited the first of the initial unit of 36 ovens to start the heat up period. In due course the first coal was charged on the 23rd July and then on the 24th July 1968 the first oven of coke was 'pushed' to initiate the new equipment.

Despite apparently insurmountable difficulties the construction contract was completed in the near record time of 17 months from start to operation.

HW Australia personnel engaged on the project were :

P Callaghan

*resident engineer*

B Cringle

*site engineer - coke ovens*

A Hoffman

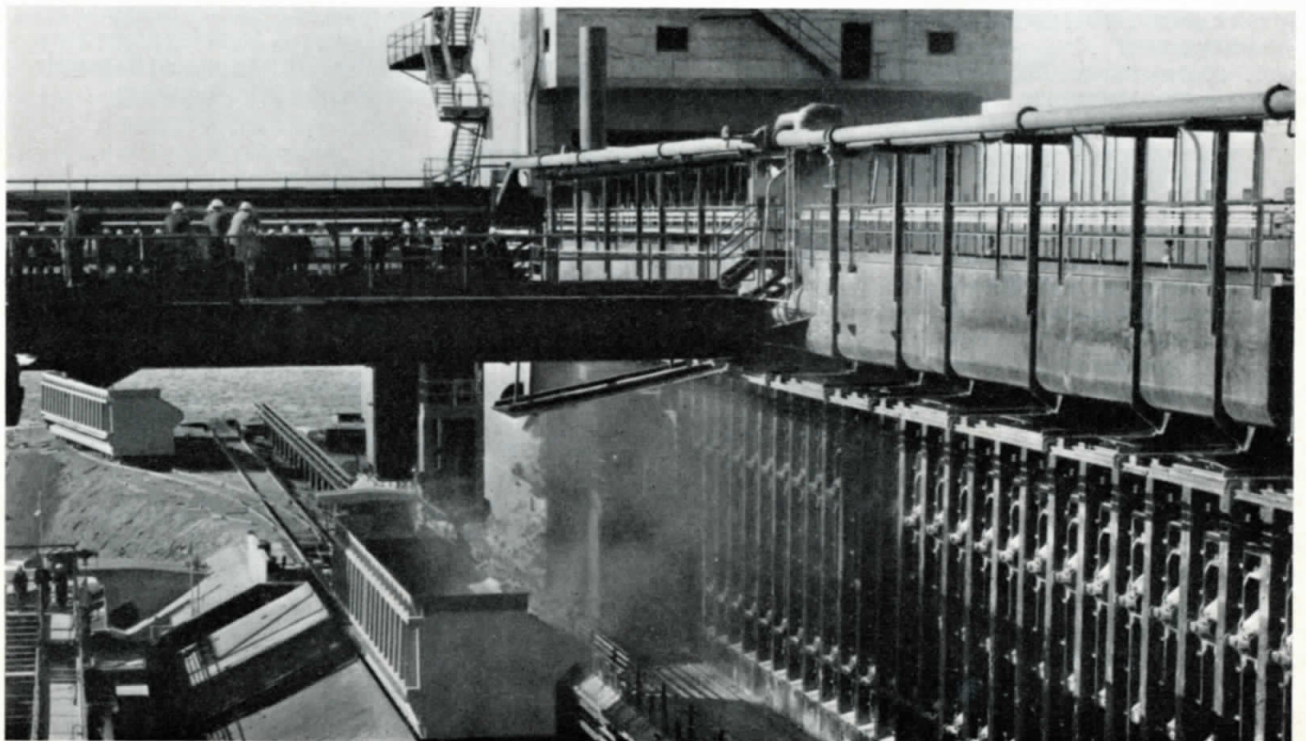
*site engineer - by-products*

B Dark

*contracts engineer (Sydney office)*

The coke ovens at Whyalla stand as a monument to the ingenuity of HW in this new construction venture.

Just prior to the first oven being pushed



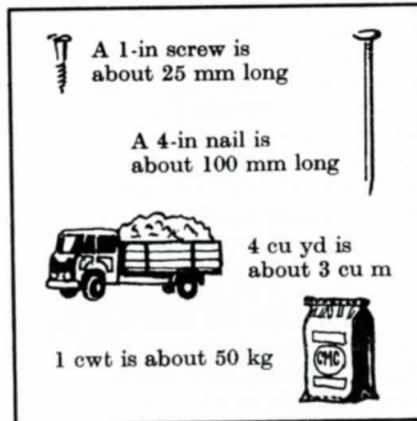
# Going metric

Most countries in the world use the metric system. As our prosperity depends on international trading, British Industry, with government backing, has decided to go metric. For several years to come life is going to be more difficult for everyone in Britain while we learn to operate in new terms. We are all going to be effected, both at work and as private individuals, whether we are designing new equipment or buying a half kilo of butter. The process has in fact commenced and will be accelerated in the near future by the adoption of a metric system of measurement and of course the introduction of decimal coinage. The present sizes of most products will have to be altered to new metric sizes. The need to agree these new sizes provides an ideal opportunity to standardise sizes of materials and components to achieve greater efficiency and economy in production.

The decision to go metric resolves a controversy which has raged for nearly two centuries. In fact, over 200 years ago Bishop Fleetwood wrote:

'What can be more vexatious and unprofitable than to find when they go out of one country into another they must learn a new diction, or cannot buy or sell anything. An acre is not an acre, or a bushel a bushel, or a pound is not a pound, or a gallon a gallon. What purpose does this variety serve?'

France went metric in 1790, but Britain remained faithful to Imperial



units. Since then one country after another has adopted metric units. The idea of the UK changing to metric has been mooted at various times in the past, and the florin was introduced in 1849 in anticipation of a change to metric currency. In 1907 a metrication Bill, passed three times by the House of Lords, was defeated in the Commons although it had widespread support from most interested sections of the community. Sporadic peaks of interest during the next 40 years had no positive result, though the report of the Hodgson Committee in 1951 included a recommendation to go metric.

Since 1907, Japan, Russia, China and India, amongst others have adopted the metric system while the USA is clearly near a decision. Pressure within Britain to go metric increased and in 1962 the British Standards Institution put the main

issues to industry. In 1963 the results of this survey were published and clearly demonstrated that industry in general accepted a change to the metric system as inevitable and the sooner the better. In 1965 this view was ratified by the President of the Board of Trade who announced the Government's backing for an early change and suggested 1975 as the target date. The British Standards Institution accepted the task of co-ordinating industrial planning for the change-over and also to provide comprehensive information on metric sizes and standards for a vast number of basic commodities used in industry. The metric system of measurement is easy to use because of the consistent relationship between the basic units. For instance, length is measured by the metre, which is multiplied by 1000 to produce the kilometre (for distance) and divided by 1000 to produce the millimetre (for small dimensions). Any basic metric unit can be multiplied or divided by 10, 100, 1000 and upwards to produce larger or smaller units. Compare this with the more complicated inches, feet, yards, and miles in the imperial system and reflect on the tables of British schoolchildren, the bushel and the peck, the rod, pole or perch, the ounce, pound, hundredweight, etc.

The main changeover in engineering industries will probably commence later this year and should be largely completed within five years.

## Captain Cook's cottage

A reader in Australia has commented on our feature on Captain James Cook, RN, which appeared in *Wright Ahead* last summer. He writes:

'Your article on Captain Cook was received here with much appreciation. You will, I am sure, forgive a correction: the Cook Cottage is in Melbourne not in Sydney. It stands in the beautiful setting of Fitzroy Gardens and has a constant throng of visitors. A photograph is enclosed. Incidentally, the ivy plant that grows along the wall is the original which came with the cottage from Great Ayton.'

Photograph showing Cook's Cottage in Fitzroy Gardens, Melbourne



### Captain Cook's cottage (contd)

The reader very kindly sent a small brochure about the cottage from which the following information was gleaned.

The cottage was bought in 1934 by Mr W Russell Grimwade, an Australian businessman who donated it to his fellow citizens of Victoria to mark the centenary of Victoria State. Mr Grimwade also presented to Great Ayton, by way of amends for removing the cottage from the village, an obelisk built of granite from Cape Everard, the form chosen for the obelisk being similar

to the obelisk which stands on Cape Everard to commemorate Australia's discovery. It carries a simple inscription: 'Lieutenant James Cook, RN, of the Endeavour, first sighted Australia near this spot, which he named Point Hicks after Lieutenant Zachary Hicks who first saw the land, April 19th (ship's log date, April 20th calendar date) 1770.' Cape Everard, a lonely spot, is almost as inaccessible now as in Cook's day. It is covered with thick, low scrub of tea-tree and honey-suckle which extends for miles, uninhabited save for kangaroos,

wallabies, lizards, snakes and native birds. Because Hicks Point is not accessible by land, the stones for Ayton had to be brought off by boat in the face of very difficult conditions. The stones were cut to size in Australia and transported to England in the packing cases that brought the cottage to Australia. The obelisk was erected in an open space on the original site of the cottage which is close to the south side of the Leven Bridge in Great Ayton village. It should not be confused with the monument on the Cleveland Hills overlooking Ayton.

## Down to the sea



by K Cook, HWPEL (Thornaby)

Modern life has provided several instances of the revival of the pastimes of former days and one of the more obvious of these is the increasing activity on and around the sea shore.

Evidence of this activity can be seen at any seaside resort in the North East where large numbers of fishing boats are arrayed in colourful displays on esplanades or beaches. A further feature are the fascinating shops which sell marine equipment from the basic ship's equipment, to the more exotic frogman's outfits with 'James Bond' type spearguns and life-saving equipment.

On Redcar beach for example, on a summer weekend, one can see a great deal of interesting activity, principally off-shore fishing, and at the moment there are 60 boats operating in comparison to only 6 in 1946 which represent a great attraction to both young and old with their air of sturdy, sea-stained independence.

Most of these boats are locally built in Whitby or Sandsend in clinker style, suitably designed to withstand the extreme wear and tear of launching on an open beach.

There are three main types, the light double enders with oars or outboard motor, heavier double enders with inboard motor and the traditional, majestic Yorkshire Cobbles: real fishing boats with square sterns. These boats all have the most individual names, worthy of an entirely separate study, such as Sea Lover, Easter Morn and Mary Oakley.

The fishing carried out from Redcar comes under two headings: shellfish and white fish. The larger boats, engaged in the shellfish category, work up to 2½ miles off the coast, in 20 fathoms where the sea bed is rocky with an abundance of seaweed, the natural habitat of lobsters and crabs. This fishing involves the use of creels or traps in fleets of 20 to 70, each boat having 4 or 5 fleets.

White fish require entirely different methods of which those in principal use are rod and handline, longline and trawling.

Rod, Handline and trawling are largely self explanatory and the longline appears to be a hazardous occupation with each line having up to 300 hooks which are handled manually, six lines to a boat, a snare for the inattentive. Excellent catches

of cod, haddock and plaice are made with these methods.

The return of the boats to the beach is always a sure attraction and fish or crabs bought fresh from the boat are a gastronomic treat and eagerly sought after.

Saturdays often bring an exercise of lifeboat launching and handling from the station on the sea front. Incidentally, Redcar has the distinction of possessing the oldest lifeboat in the world, the Zetland, which is 169 years old and has saved 500 lives. This can be seen in a separate building on the promenade.

In addition to these professional activities there is a lot of supplementary leisure sport which can very easily be carried out with no restrictions and no weekend scene is complete without its quota of canoeists, water skiers, speed-boat enthusiasts, skin divers and by no means least, those hardy individuals who punish themselves with a brisk dip in the North Sea.

Anyone who is disillusioned with the crowded roads and general regimentation of everyday life can easily refresh his enthusiasm in the bracing air of the Englishman's traditional habitat, the sea. He may however, have to spend a fortune in the process, depending on his choice. Fishing boats can be bought from £100 second-hand to well over £1,000, depending on size and equipment, but a canoe requires a much more modest outlay for a great deal of pleasure.

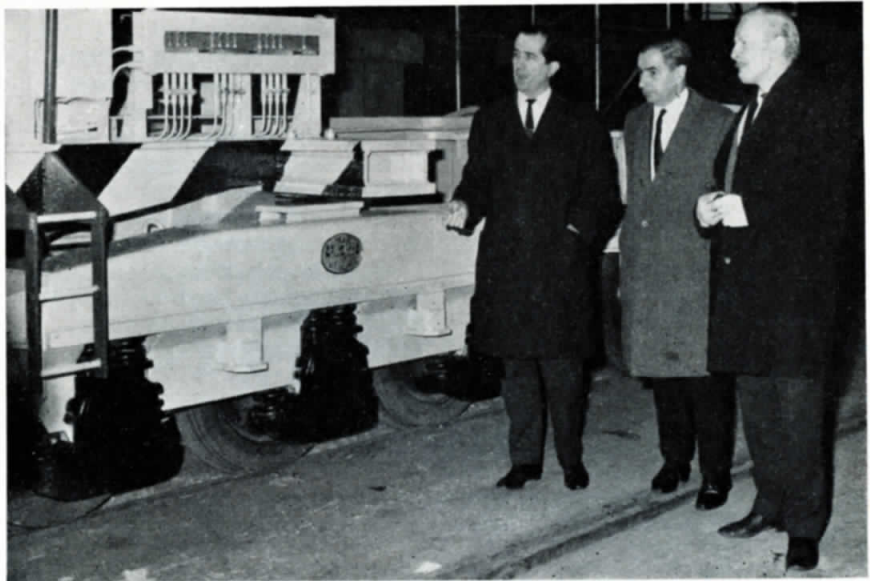
In conclusion, let me remind you that in spite of the pleasure the sea can give, it must always be treated with great respect and no one should venture upon its broad face without taking due precautions.

# Works visits

Mr William T Rodgers, MP for Stockton-on-Tees and Minister of State at the Board of Trade, visited Teesdale Works on Friday, January 10th. Mr Rodgers has been the Member for Stockton since 1962 when he succeeded Mr George Chetwynd. He was successively Joint Parliamentary Secretary at the Ministry of Economic Affairs and at the Foreign Office before his present appointment in October 1968.

Mr Rodgers visited HW Teesdale Works and also HW Steel Foundry.

The photograph shows Mr Rodgers, Mr R Purnell, *general manager and director*, HW Teesdale, and Mr M G Hipkins, *metallurgical director* HW Teesdale, during the visit to Teesdale Works.



## Hungarian Visitors

A delegation consisting of 15 senior representatives of the Hungarian steel industry visited some of our Teesside works on Friday, February 7th.

The Hungarian party was led by Mr A Borovszky, General Manager of the Duna Iron Works, and included General Managers and Chief Engineers from Hungary's largest metallurgical works and also Heads of State Technical

Departments.

During the visit, the delegation toured Teesdale Works, R & D Division and The HW Machine Company. The party saw a wide range of Head Wrightson plant and equipment installed in various iron and steel and non-ferrous production works during their twelve-day visit to British Industry. The visit was organised by the British Metalworking Plant Makers' Association and was the eighth

foreign inward mission arranged by the Association since 1962 as part of its progressive policy of creating opportunity for overseas industrialists who are likely to be concerned with metalworks development projects to see at first hand the capabilities of British plant builders.

Hungarian steel production, currently 3 million tons a year, is expected to double within the next five years.

## Brazilian Visitors

A party of eight executive directors of the Brazilian Iron and Steel Industry visited HW Teesdale, R & D Division and HW Machine Company on Friday, March 28th. Prior to the visit to our works, the party had visited seven works of the British Steel Corporation where they inspected various Head Wrightson installations in operation. The steelplants and the equipment examined included:

### RTB Ebbw Vale Works

Electrolytic tinning line and galvanising line supplied by HW Machine Company.

### RTB Spencer Works

Strip and sheet finishing plant supplied by HW Machine Company.

### SCOW Abbey Works

Strip and sheet finishing plant supplied by HW Machine Company.

Fume cleaning plant supplied by HW Process Engineering.  
Torpedo mixer cars supplied by HW Teesdale.

### John Summers Works

Blast furnace, sinter plant and ore preparation plant supplied by HW Process Engineering.  
Strip finishing plant supplied by HW Machine Company.

### Appleby Frodingham Works

Ore preparation and sinter plant supplied by HW Process Engineering.

### Normanby Park Steelworks

Sinter plant supplied by HW Process Engineering.

The visit to the UK and the tour was privately arranged by Head Wrightson through HW (Sudamericana) Ltd and our agents in Brazil 'MAQUIP'.



David Lowrey of HW Machine Company, explains a particular point of interest to four members of the Brazilian party during their visit to the R & D Division.

# Personalities



Presentation of the Engineering Industry Training Board first-year certificates by Mr K E Clark, *training manager*, HW (Management) Ltd.

Receiving his certificate on the left of the photograph is Graham Davies (HW Teesdale). Others on the photograph from left to right are John Richardson (HWPEL, Thornaby), Peter George (HWPEL, Thornaby), Mr. K. E. Clark and Mr. C. H. Soppet (*apprentice school superintendent*).

Mr Clark who was recently appointed *training manager*, responsible for all training in the Head Wrightson Group, was previously *commercial manager*, HW Stockton Ltd. He holds an Honours Degree from Durham University, is a Fellow of the Royal Statistical Society, a Member of the Institute of Marketing and, in January this year, was appointed a Justice of the Peace for the County Borough of Teesside.

## Golf Club Captain

Congratulations to Mr R A Shaw on being appointed Captain of Eaglescliffe Golf Club. He is the first member of HW Staff to receive this high honour; it is richly deserved and we are sure that the Club will prosper under his guidance.

A well-known golf writer said recently that No. 10 Downing Street is a sinecure compared with being a

## Golf Club Captain.

Mr Shaw started work as a Technical Apprentice at Stockton in 1941, and has progressed to his present appointment as Chief Engineer of HW Teesdale. We hope that this year of office will bring happiness to himself, success to his Golf Club, and honour to the Company.

*right: Mr. R A Shaw*



Bridge Yard colleagues send best wishes to Tot Thomas Jnr who is emigrating to Tasmania. Tom started with HW Teesdale in January 1951 as an apprentice in

the Yard, then into the Template Shop, followed by a return to construction work in the position of Foreman Plater – good luck Tom in your new venture.

## Trainees in the news

Two first year trainees, Peter Hammil trainee moulder/coremaker and John Sanderson trainee pattern maker, were both placed close second in their respective sections of the Teesside Branch of the Institute of British Foundrymen 1969 competitions. This was without doubt a first class result from these two 16-year-old lads. Eddie Peacock, ex apprentice moulder, now in the

production control department of HW Steel Foundries obtained third place in the senior written section of the above competition. Two HW Teesdale bridge yard apprentices also achieved success in the Northern area competition for fabrication of steelwork. They are Kenneth Poole and Kenneth Woodhouse, who, on the result of the local area competition were chosen to represent the North East

against other regions, this decides who will represent Great Britain in the international competition to be held in Brussels later this year. Both lads were fourth and fifth respectively in the national competition and it is indeed unfortunate that only the first three places go forward to the international stage. Nevertheless a highly commendable effort by both these young technicians.

# Sport and social

## Cricket Section

At the Annual General Meeting held on 17th March at Teesdale Park Club the following officials were elected :

Chairman Mr D Fryer, Shipping Department, HW Teesdale.

Secretary Mr M Pratt Shipping Department, HW Teesdale.

Treasurer Mr G Matthias, Tool Room, HW Teesdale.

## Cleveland and Teeside League Fixtures 1969

Date	1st XI		2nd XI	
Apr 26	Wilton ICI	(a)	Nunthorpe	(h)
May 3	Ashmores	(h)	Wilton ICI	(a)
10	Smiths Dock	(a)	Ashmores	(h)
17	Cargo Fleet	(h)	—	
24	C Cup		Wilton ICI	(h)
26	Ashmores	(a)	Cargo Fleet	(h)
31	Smiths Dock	(h)	Wolviston	(a)
June 7	Skelton Castle	(a)	Wolviston	(h)
14	Cochranes	(h)	Smiths Dock	(a)
21	Wolviston	(a)	—	
28	Skelton Castle	(h)	Cargo Fleet	(a)
July 5	Cochranes	(a)	Cowpen Bewley	(h)
12	—		Constantine Col.	(h)
19	Acklam Works	(h)	Dormans	(a)
26	Dormans	(a)	—	
Aug 2	Wilton ICI	(h)	Cowpen Bewley	(a)
9	Acklam Works	(a)	Ormesby Hall	(h)
16	Dormans	(h)	Ormesby Hall	(a)
23	Cowpen Bewley	(a)	Constantine Col.	(a)
30	Cargo Fleet	(a)	Smiths Dock	(h)
Sept 6	Cowpen Bewley	(h)	—	
13	Wolviston	(h)	Nunthorpe	(a)
	Cleveland Cup — Hutton Rudby	(a)		
	K.O. Cup — Ashmores	(a)		
	Res. K.O. Cup — Bye			

## Table Tennis Section

Chairman Mr G M Bell  
(HW Teesdale).

Secretary Mr D A Harrison  
(HW Teesdale).

The season is now almost over. This year the 'A' team have improved their position in the 'B' Division placings and we look forward to even better results next season. The YMCA 'C' players are outstanding in the 'C' Division this year, but three other sides, our 'B' team included, are engaged in a close finish for the runners-up position and consequent promotion. After a shaky start, our 'C' team has shown considerable improvement in recent performances, assuring them of continuing in the same section next year.

The inter-departmental final, played on Monday, 30th December, 1968, was won by HW Stockton Machine Shop 'A'. Their trio of Geoff Allen, Arthur Mowbray and Jimmy Wastell proved too strong for the HW Teesdale Commercial team of Colin Ainsley, Malcolm Bell and David Harrison.

## HW Stampings—Netball Team

The girls at HW Stampings have recently formed a netball team and they are practising hard to present a very real challenge to all comers. In fact, in their first week of training, they took on the Southgate Technical College from North London. Unfortunately, the visitors proved too much for our team's inexperience.

However, with more practice and support from their colleagues, they hope to carry all before them next season!

Practices are held on a Monday evening at the YMCA Stockton and on a Wednesday evening at the Bridge Youth Club, Hartlepool.

## Indoor Bowls

A new indoor Bowling Green, reputed to be the finest in England, has been opened in Thornaby Town Centre. A number of HW personnel are now regulars at this new club and reports say that several HW Teesdale personnel are already in the hunt for trophies. If Maynard

## HWPEL (Thornaby)

### Dinner Dance

This year a new venue was chosen for the HWPEL (Thornaby) Staff Dance. Due to a belated decision to go ahead, the organisers, Mr Agit Mukherjee and Mr David Hislop, scoured the area for an available Hotel. They eventually landed on the tarmac at the Airport Hotel, the 'St George', and promptly booked the function for Friday, 7th March 1969.

Assembled at the briefing were some 140 guests, including several Heads of other Head Wrightson subsidiaries with a special squadron arriving from Southall.

After a most enjoyable meal, the carpet was rolled back and dancing commenced to the music of the Joe Bolton Quartet. It hadn't gone unnoticed that, disguised as a drummer with the Quartet, was the MC, Max Clark (HWPEL sales engineer).

A delightful interlude was provided by Carole Peggs of R & D who, accompanying herself on the guitar, gave an excellent programme of folk songs.

During the evening Mrs W H Adams made a draw for three lucky prizewinning tickets. Indeed, it was a credit to Agit and David for their inspired selection of ticket and the many spot prizes.

It was rumoured in the officer's mess the following Monday, that Mr P E Rooksby would not, under any circumstances, swap his well-earned train set for Stuart Waites' bathroom scales!

The only disappointment was that the evening passed so quickly. Needless to say there was much talk, as the dance drew to a close, that this event would once again be made an annual feature. It is hoped that all the ingredients which made the 1969 function so successful will be maintained at the next HWPEL Dinner Dance.

Wilson collects many more 'pots' he will have to buy something new to stand them on.

### Golf Section

Secretary Mr C H Moore  
(HW Teesdale).

The Golf Section has felt the 'wind of change' probably rather more than other HW social sections. The annual competitions within the Golf Section have been reasonably well patronised – the qualification 'reasonably well' being necessary due to some late cancellation of entries due to 'exigencies of service'. 'If only our members weren't so important'. With the growing popularity of golf and the desire of all golfers to show their prowess and improvement in a lower handicap – our members seem – quite naturally – to be entering fully into their parent club activities and competitions at the expense of the HW Golf Section. Golf it seems is the only sport played by HW employees where member loyalties are divided between the HW Sports Section and a league or established club. This makes life difficult. During 1968 our Honours List was

extended from 1967 by the addition of a couple of 'Dittos'. The Bob Sturges Trophy was again won by HW Stockton with cards returned by Ray Shaw and Alan Sowerby. The result was maybe influenced by Ray Shaw's appearance on the 18th – obviously very worried by something. After the 18th – golfers know there are only three possible reasons for worry, i.e.  
(1) Has your opponent paid up, including 'birdies' ?  
(2) Is the beer on ?  
(3) Food !  
Ray was worried about who was going to eat all the food prepared by the club steward – and which nobody had ordered. The writer was so upset that he rushed a 30 ft putt that was a certainty to drop – and so HW Stockton won. The Stableford Competition (spring comes later each year) was won by Ray Shaw with Alan Sowerby just pipping Ian McDowall for second place. The best gross score was returned

by Ian McDowall with a very good card. No formal presentation of prizes was made – the winners named above being extremely familiar with the 'occasion' platitudes which were therefore not voiced.

The programme for 1969 is as follows :  
Spring Stableford –  
Darlington on the 12th or 19th April.  
Knock Out Competition –  
1st Matches by 3rd May with Final to be decided before 27th September 1969.  
Bob Sturges Trophy –  
To be played at Dinsdale, provisionally requested date of 27th September 1969 or 4th October 1969.  
The Annual Outing to Appleby will take place during July 1969 when it is hoped that a much larger party than for 1968 will be making the pilgrimage.

### Pleasure given by Head Wrightson

Living in an area where good band concerts are at a premium I thoroughly enjoyed a fine one given by the Head Wrightson Works Band in the local chapel recently. This band is conducted by Clifford Midgley, a member of a family who have contributed greatly over the years to brass band music in this area, a remarkably talented family to boot. The music chosen varied from Lily the Pink to Magyar Rhapsody and included cornet, euphonium and

bass solos and a trombone trio. The E♭ bass solo was played quite superbly by 75-year-old Harry Wilkinson, a legend among bass players in this area. I might add that Harry travels 35 miles *each way* to band rehearsals and never misses one. What an example to some of us methinks. The Head Wrightson Band gives numerous similar type charity concerts all over the Teesside area each year, and always feature a top class singer and a superb pianist who, incidentally, is Mrs. Margaret Midgley, the wife of trombonist Jack Midgley, winner of over 200

individual contests. The enthusiasm displayed by these men of Head Wrightson, so thoroughly enjoying their music making allied to the slick and humorous presentation would captivate any audience. Would that there were more Midgley families and Head Wrightson Bands giving such fine entertainment to so many worthy causes for nothing but the pleasure of being allowed to do so.

*Danny Winning/  
The British Bandsman*



### Marriages – Best Wishes

#### HW Iron Foundries

Mr D Dasghose (Foundries Technologist) to Miss M C Som.  
Mr B Watts to  
Miss V Heron (Wages Dept)

#### HW Teesdale

Mr E Kelly (Bridge Yard) to  
Miss J Banker.  
Mr S McNally to Miss R Harrison  
(Comps).  
Mr W Murray (Bridge Yard) to  
Miss G M Jones.

Mr & Mrs S McNally



# From the family album

## The Married v Singles Football Teams of 30 years ago

### SINGLES TEAM

*Left to right –*

*back row*

- 1 G Holligon
- 2 J O Addison
- 3 L Thompson
- 4 G Chesman
- 5 G Gowthorp
- 6 T Griffiths
- 7 L W Smith
- 8 G Alderson
- 9 A Lackenby

*front row*

- 1 T H Wood
- 2 J Wright
- 3 T Randall
- 4 R Purnell
- 5 H Taylor



### MARRIED TEAM

*Left to right –*

*back row*

- 1 J McGregor
- 2 T Rowland
- 3 S Lacy
- 4 H Hutchinson
- 5 S Bates

*front row*

- 1 T H Hall
- 2 T Ryan
- 3 G Campbell
- 4 R Thompson
- 5 J Earnshaw
- 6 R Ingledeu

### *Editor's note*

Several players of both the above teams were recently approached in an endeavour to find the result of this particular match. Alas, the result varied from one player to another, age it appears does leave its mark! The game was, however, generally remembered to have been "brilliant" — "full of excitement" — "the result decided only in the last few minutes of the game".

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