

# The Shetland Times

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Royal visit  
in colour  
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Sullom Voe special  
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## Sullom Voe's Great Day



The scene at the Sullom Voe engineering services building last Saturday as Her Majesty The Queen addressed the 700 guests. In her speech Her Majesty praised the actions taken by the Shetlanders in dealing with the oil industry and stressed our historic links with Norway. Full report, page 2.

Photo: Dennis Coultts

## Her Majesty meets the "Bears"

**SHETLAND'S ROYAL DAY** dawned foggy, miserable and wet, but just before the Queen, King Olav and Prince Philip stepped ashore at the Sullom Voe construction jetty the sun peeped through the clouds. It quickly went in again and most of Saturday was a raw, grey day. It could have been worse, and the fog held off for most of the time.

The Royal yacht *Britannia* had crossed from Stavanger with a south east wind on her starboard quarter which must have made the voyage less than smooth.

### Welcome

"Welcome to Shetland, Your Majesty" were the first words from Shetland's Lord Lieutenant, Mr R. H. W. Bruce. After greeting the Royal visitors Mr Bruce escorted them up the line of local dignitaries. The carefully laid plans for the visit broke down once, with the Royals surrounded by a cheerful, jostling crowd of construction workers and BP employees all eager to take pictures. The atmosphere was informal but not wildly enthusiastic, with the cheering and clapping ragged and no-one quite sure what to do next.

The two monarchs and Prince Philip then left the jetty in Rolls



During a tour of the Sullom Voe terminal Her Majesty stopped to talk to some of the men and women who made it all possible. Here she chats with some of the "bears" near the engineering services building shortly before the inauguration ceremony. Minutes later there was an explosion in the terminal's power station on the other side of the site.

Photo: Dennis Coultts

Royce cars specially brought to Shetland for the occasion. They drove to the terminal's administration building for a briefing, leaving in their wake the biggest traffic jam seen at Sullom Voe since the days when convoys of earth moving machines started work on the peat back in the mid seventies.

After meeting the people in charge of building and running the terminal the Royals boarded a coach for a lengthy tour of the site. The bus wound its way round several miles of site roads and the Queen saw all there was to see, greeted at several points by crowds of cheering workers whose joy was somewhat modified by the thought that for many of them there will be no work in a month or two when the big rundown at Sullom Voe begins.

For the construction workers it was officially a normal working day but in fact the thousands of workers on site were being paid to see the Queen and their great good humour and wisecracking kept the visiting press reporters well amused in the long wait before the Queen, the King and Prince Philip arrived at the engineering services building where the inauguration ceremony was to take place.

Many of the "bears" wore safety helmets painted in the colours of the union jack and in addition to the official banners flying from every flagpole in sight there was a giant union jack flying proudly from the top of the LJK concrete batching plant.

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# Bomb scare didn't spoil great day

Report by Jonathan Wills

## Continued from front page

Outside the engineering services building a crowd of many hundreds gathered. A contingent of police striding up from the gas plant was greeted with cheers by the assembled Wimpey men, who provided a musical accompaniment by whistling a well known tune from the Tom and Jerry cartoons and shouted "Left, left, left, right, left" as the policemen failed to keep in step.

## Bomb warning

By the time the Royal coach arrived every bus that passed had been cheered. Even the ever watchful Special Branch detectives drafted in for the occasion seemed amused by the performance, but they had a serious job to do. Unknown to most people, there had already been a bomb warning from an Irish Republican source in Dublin, and as the Royal Tour went on explosives experts were already making searches of strategic points. Security was elaborate but discreet, following two scares with suspect packages delivered to the site the previous day.

## Running late

By now the tour was running late but the "bears" gave the Royals a great welcome when they descended from the coach and walked the last two hundred yards to the inauguration building. Overhead even the skylark seemed to join in the celebrations, and trilled its own greeting as the Queen stepped out to meet the men and the women who built the terminal. Again security arrangements were under strain, as were the specially erected white posts and ropes designed to keep the crowds back. The Royal party was almost jostled at times as people pushed and shoved to get a glimpse of the Queen.

The Queen was looking more cheerful now, with the bumpy crossing from Norway receding into the memory, and she seemed in good spirits as she went through the strange ritual of a Royal visit, stopping every few yards to chat at random with the workers. Among others she spoke to Mr Jimmy Campbell of William Press Ltd, Mr John McDade, a steel fixer from Glasgow working for Millers, and Mr Chris Carow who only arrived on the site three months ago from Northern Ireland. She spoke to Mr Carow about his job and how he liked being in Shetland, and commented that Sullom Voe must be quite a change from what he was used to.

Meanwhile Prince Philip was chatting to Mr Jimmy Brown, a Glasgow man who has been on site with LJK for three years now. Mr Brown told the Prince about life in the work camps and explained how the workers do four weeks on site before being flown home for a week off.

"I see," said Prince Philip, "so you do four weeks here and then go home to annoy the wife for a week?"

"That's right, sir" beamed Mr Brown.

In a few minutes the "Meet the Bears" tour was over, greatly to the relief of the security men, and the Royal Party proceeded into the engineering services building to the strains of a military band playing the British and Norwegian National anthems.

## Explosion

It was while the music was playing that an explosion occurred in the power station on the other side of the terminal a quarter of a mile away. No-one at the ceremony realised what had happened and some journalists who entered the building a few minutes late by the back entrance were the only people at the inauguration ceremony who

heard it clearly. The explosion sounded like a large sliding door being shut quickly. Someone in the corridor leading up to the press gallery joked that it sounded as if some had dropped something on site, and no more was thought about it in the rush to photograph and report the impressive inauguration ceremony itself. By early afternoon however, rumours were circulating that there had been an explosion but it was thirty one hours later that the police confirmed that this was indeed the case.

At the inauguration ceremony in the terminal's engineering services building seven hundred guests heard speeches from The Queen, from BP's chairman Sir David Steel, and from the convener of Shetland Islands Council, Mr A. I. Tulloch.

The building is still uncompleted, but the concrete and shuttering was screened from view with yards of hardboard and decked out with the flags and emblems of the companies involved in the project. Behind the platform party the flags of Britain and Norway were emblazoned in bas relief.

After the playing of the national anthems of both countries Sir David Steel rose to welcome the visitors, and this is what he said.

"Your Majesties, Your Royal Highness, Ladies and Gentlemen.

"It is a great honour to welcome you to Sullom Voe. It is my privilege to do so, if I may, on behalf of the people of Shetland as well as the 30 oil companies involved in building the Sullom Voe Terminal.

"This has been a massive undertaking by any standards. Sullom Voe now shelters the largest oil terminal in Europe, built at a cost of one thousand, two-hundred million pounds. But this sum represents a little over 5 per cent of the total money invested by the oil industry in recovering oil and gas from the North Sea. It gives some idea of the remarkable size of the financing — and of the risk — involved in the development of Britain's offshore oil.

"Equally remarkable is the partnership between the oil industry and the people of Shetland, represented by their council. Never before in Britain has an industrial project on this scale been carried out in a joint enterprise involving 30 international oil companies and local government. Together we have dealt with the difficult problems of siting the terminal, of protecting a unique and fragile environment, and of integrating a large industrial plant into the distinctive life of the islands. The good sense and hospitality of Shetlanders themselves have been essential to this success; the happy industrial relations which we have enjoyed are also a tribute to our trade union partners in the construction work.

"It is BP's privilege to have been the constructor and now to be the operator of the terminal. We shall maintain the same high standards in running the terminal which were achieved in building it. We already have a solid foundation for a successful partnership with the people of Shetland.

"I would now like to ask Her Majesty the Queen to unveil the plaque inaugurating the terminal."

## The big moment

Her Majesty then rose to make her address.

"I am glad to be here," she said "to share in the commemoration of a new chapter in Shetland's economic development.

"It seems appropriate to arrive here from Norway where I have been the guest of His Majesty,



Photo: Jonathan Wills

Some of the "Bears" who waited to see The Queen.

King Olav, himself no stranger to Shetland. The Norse heritage which we in Britain hold in common with Norway is nowhere more evident than in these islands. Today the two nations share in the adventure of winning oil and gas from the deep and dangerous waters of the North Sea. I spent yesterday with the Norwegian oil industry and so was able to see at first hand the drive and ingenuity with which they are pursuing our common aim.

"Here at home oil from the East Shetland basin is already flowing through this terminal at Sullom Voe, supplying the equivalent of half of Britain's oil needs, soon to be three-quarters. This year, the oil recovered from the British sector of the North Sea will be worth some £11 billion. Much of this wealth remains within the British economy, so the significance of this for the prosperity of Britain as a whole is immense. And it is not only Britain but our friends in Europe and elsewhere who benefit from our production.

"Shetland is a vital link in bringing this oil wealth ashore for Britain. Shetlanders, through their council, have arrived at a unique partnership with industry in the construction of the oil port on a scale which dwarfs the harbours of much of industrial Europe. I can well understand the hopes — and fears — which this has aroused among the people of Shetland. The impact of such a development on the economic life of these islands is, inevitably, considerable.

"The way in which Shetland is coping with the challenge is an example to everyone. The islanders have demonstrated those characteristics of toughness, adaptability and individuality which have carried them through times of upheaval in the past. These are among Shetland's greatest assets for the future and they, like the more material gains of the advent of the oil industry, will I know be shrewdly husbanded and invested for the future.

"High among the achievements at Sullom Voe must rank the care and consideration given to the protection of the environment. In this, too, Shetland and industry have worked in close harmony and in co-operation with those who cherish the landscape and wildlife of these regions.

"The old Norse of "Sol heimr", from which Sullom Voe derives its name, is aptly translated as "a place in the sun". The people of Shetland and the oil industry, who are their partners here, have already shown their determination to keep it so. I congratulate you on and outstanding achievement and wish you every success for the future."

Her Majesty then unveiled a striking bronze plaque built into the north wall of the enormous

building, to the applause of guests.

## Heather's birthday treat

Then it was Heather MacDonald's turn. Ten year old Heather, from Hillswick, strode forward across the red carpet and without a trace of nervousness presented The Queen with a bouquet of flowers. The Queen was evidently delighted as Heather curtsied, smiled, and presented the flowers.

BP had a birthday present for Heather. The company presented her with the special silver pen with which The Queen had signed official documents and souvenir photographs during the visit. A very special treasure for a very special little girl.

For Heather it was a birthday she will never forget. Earlier this year she wrote to Buckingham Palace asking The Queen to come to her birthday party on Saturday but of course Her Majesty had other prior engagements in Shetland. Who better then to present the bouquet, and Heather did it beautifully, looking very pretty in her green velvet dress.

## Proud occasion

After the unveiling and the bouquet the last speaker was Mr A. I. Tulloch, convener of Shetland Islands Council. For Mr Tulloch this was the proud culmination of years of hard talking and difficult decisions,

and he was clearly determined to rise to the occasion. He did so, and in a speech that earned loud applause he left his audience in no doubt that while welcoming the inauguration day he was not entirely satisfied yet.

Mr Tulloch's speech was as follows:

"Your Majesties, Your Royal Highness, Ladies and Gentlemen.

"I would like to thank Her Majesty for this gracious inauguration of the Sullom Voe Terminal and for her kind wishes.

"This inauguration of the Sullom Voe Terminal, with all it represents in bringing the wealth of North Sea oil on shore, takes place at a critical time in the history of our nation, so critical in fact that history may record it as a miracle that helped to save Britain.

"But it required more than the miracle of oil in Shetland's seas to get oil flowing on time. It required the knowledge, the expertise and brave decisions by the oil industry. It required the courage of the men on the rigs and the even greater courage of the divers under the sea. And it required the Shetland Islands Council to put the interests of the nation before the interests of Shetland.

"Her Majesty, The Queen, has spoken of the hopes and fears that have been aroused among the people of Shetland. We have hopes that the wealth of oil flowing through this great terminal will create a better Britain for people to work and live in. We have fears for the

Shetland it will leave behind.

"Wise decisions, and a truly sympathetic understanding of problems created in Shetland, could ensure that the pride we feel here this morning will be reflected through the years to come.

"One thing is certain. In this energy-dominated world in which we live, Shetland has played a responsible part and will continue to play an important and vital part in the supply of energy to our nation."

As Mr Tulloch resumed his place next to The Queen, Her Majesty leaned over and added her own words of appreciation for his speech.

## Rangatira searched

After the ceremony the Royal party drove to the Rangatira, where shortly before detectives and explosives experts had carried out a search following a bomb scare. The search delayed things but the lunch went ahead as planned, with BP's 700 guests enjoying a right Royal meal.

## On to Lerwick

After lunch the Royal cars set off for Lerwick, driving through Brae to Voe so that the Delting folk could see the procession. By this time the tour was running very late, and it was after half past three before the cavalcade reached Lerwick. Hundreds of people turned out to line the route, among them about 45 young demonstrators from the Shetland Campaign for Nuclear Disarmament.

The protest was peaceful although one young man shouted obscenities at the Queen's car as it passed Holmsgarth on the way to Kantersted. The man was quickly disowned by the organiser of the protest, Lerwick science teacher Mr Donald McDonald. Mr McDonald said the protest was not against the Queen but against nuclear weapons, and he deplored people who shouted during a demonstration that was supposed to be silent.

Later the demonstrators followed the Royal party into the Holmsgarth compound when the Queen, King Olav and Prince Philip returned from their visits in town. This was not on the plan originally agreed with the police and it appears that although the police did not physically prevent the demonstrators from entering the terminal area, the decision to march in caused some ill-feeling. The crowd of local people gathered at Holmsgarth was largely hostile to the demonstrators as Hugh Crooks reports later in this edition.

## Mr Tulloch meets The Queen

The Queen, with the Lord Lieutenant in attendance, shakes hands with Mr A. I. Tulloch, convener of Shetland Islands Council. On the construction jetty the Royal visitors were also introduced to Mr Ernest Urquhart, the chief executive, and to Mr Jo Grimond, MP.

Others presented included Dr Tom Harris, operations manager at the terminal, Mr Ted Ferguson, construction manager, and VIP guests including the Moderator of the General Assembly of the Church of Scotland. The Queen's minister-in-waiting for the day was the Secretary of State for Scotland, Mr George Younger, MP.



Photo: Chris Bunyan



# Pictures from the Royal Tour of Lerwick

## Big turnout at Kantersted

Report by  
Rosemary Stephen

Shetland's uniformed organisations turned out in force at the Eric Gray Centre and Kantersted Eventide Homes on Saturday afternoon for the visit of Her Majesty the Queen.

The entrance was lined with scouts, guides, brownies, boys brigade and army cadets. They came from all over the islands to cheer and wave their Union Jacks.

The Queen arrived at the Eric Gray Centre, a day centre for Shetland's mentally and physically handicapped people, at 3.30 pm. As she got out of her car, she was met by the cheers of the crowds who had been waiting since before 3 o'clock.

The Queen was escorted to the main entrance by the Lord Lieutenant, Mr R. H. W. Bruce, who presented her to seven official guests. They were Mr Peter Malcolmson, Shetland Islands Council's director of social work, and Mrs Malcolmson; Mrs Joan McLeod, head of the SIC's social work committee; Mrs Lorna Gray, widow of former provost Eric Gray; Mrs Jackie Henderson, officer in charge of Kantersted Eventide Homes; Dr Albert Hunter, vice-chairman of the SIC's social work committee; and Mr Tom Angus who is in charge of the Eric Gray Centre.

Mr Angus showed the Queen round the centre. The first stop was with Mrs Kathleen Adamson. She presented Her Majesty with a bouquet of flowers.

The Queen looked at the work done in the centre and spoke to members of staff as well as to some of the handicapped. She chatted with Mr Ivor Scollay about the picture framing he does at the centre. Mr Scollay, who is physically handicapped, comes from Bressay.

The Queen examined the craftwork on show and Mr Angus said afterwards that Her Majesty had seen jumper boards and knitting belts among other items. She then signed the visitors' book.

The party later moved on to the kitchens where the Queen saw the food prepared for Saturday evening's party for residents, staff and visitors at the centre and Kantersted Eventide

Home. She spoke to Eileen Sinclair, cook in charge and to cook Maureen Nisbet. Along with some other members of the kitchen staff they had prepared what the Queen described as "a tremendous spread."

Mr Angus introduced Her Majesty to Miss Hilary Salmond, a voluntary worker at the centre. She has been coming in one day a week for about a year now.

Mrs Jackie Henderson is officer in charge of Kantersted Eventide Homes. She introduced the Queen to some of the residents and visitors.

First Her Majesty spoke to the oldest resident. Miss Fraser Nicolson from Sandwick will be 98 next month. Miss Nicolson asked a member of staff, "Is that the Queen?"

Sitting next to Miss Nicolson was Martha Smith, also from Sandwick. It was her 93rd birthday and the Queen wished her many happy returns. She asked Her Majesty, "Are you the Queen?" The lady replied that she was. Martha said later that it was "a wonderful day."

Miss Ruby Duncan from Voe is the youngest resident at 58. She presented the Queen with a Fair Isle yoked cardigan and a pair of white open work lace gloves. The gloves had been knitted specially by another resident, Jessie Williamson from Burravoe in Yell.

The Queen also spoke to Mrs Margaret Spence of Lerwick who had come to the home with her husband for the day. The Queen asked where she came from and Mrs Spence said, "It was lovely to see her."

The Queen signed two photographs of herself at the Eventide Home.

As she left she spoke to some scouts who were waiting with their cameras. Neil Preshaw aged nine, from Mossbank said he got a good picture while the Queen was speaking to the boy next him, Simon Duffy, also nine, from Sumburgh.

Scott McKenzie, aged eight, is a scout from Sumburgh. He told Her Majesty that his father had a hang gliding accident. She replied, "That sounds very nasty."



A large crowd had gathered to see The Queen leave the Eric Gray Centre and Kantersted Eventide Homes. She was accompanied by the Lord Lieutenant, Mr R. H. W. Bruce.

Photo: Chris Bunyan



The Queen inspected the food prepared for Saturday night's party for the residents, staff and friends of the Eric Gray Centre and Kantersted Eventide Homes. She complimented cook in charge Eileen Sinclair and Maureen Nisbet, cook, on the "tremendous spread" they had laid on. Maureen is on the left of this picture.

Photo: Chris Bunyan



The youngest resident of Kantersted Eventide Homes, Miss Ruby Duncan (58) from Voe, presented The Queen with some Shetland knitwear. The package contained a Fair Isle yoked cardigan and a pair of white lace open-work gloves. The gloves were knitted specially by one of the residents, Jessie Williamson from Burravoe in Yell.

Photo: Chris Bunyan



At Kantersted Eventide Homes on Saturday afternoon The Queen signed two photographs of herself as mementoes of the visit.

Photo: Chris Bunyan

## Phew! It's over



Tired but happy, Mr Peter Wyllie relaxes at the Britannia after weeks of preparations for the Royal visit. Mr Wyllie and his staff at BP's Lerwick office in Mounthooly Street worked day and night on the fine points of the visit to Sullom Voe.



Accompanied by the Lord Lieutenant, Mr R. H. W. Bruce, the Queen spoke to boy scouts and cubs from all over Shetland. Eight year old Scott McKenzie of Thistle Cottage, Sumburgh, told the Queen his father was in hospital following a hang gliding accident. Her Majesty said, "That sounds very nasty."

Photo: Chris Bunyan



# Two monarchs make history

Britannia  
pays her  
first ever  
visit to  
Sullom Voe



The Britannia passed jetty three at 9.57 am, with the Northern Lighthouse vessel Pharos ahead of her and the Royal Navy frigate HMS Achilles astern. As the Britannia came to anchor she was greeted by the sirens of the harbour tugs and three tankers at the jetties. The Royal barge was lowered from the davits immediately and first ashore were Royal officials and security men.

At the construction jetty last minute preparations were made. A plastic sheet had covered the red carpet overnight, but had failed to protect it completely so that there were dark red puddles in places. A visiting press photographer commented that he had been following Royal visits for thirty years and this was the biggest red carpet he'd ever seen. It was low tide, so up to the last moment workmen were busy putting extra tacks in the red carpet that led down the steep gangway to the pontoon where the Royal barge tied up.

At 10.39 am precisely the barge drew alongside and as an RAF band played on the jetty Her Majesty was the first to set foot on Shetland, followed by King Olav and Prince Philip.

The fog lifted and the rain cleared away as the Royal Party arrived at the construction jetty in the Royal Barge. Her Majesty was first ashore, stepping onto an enormous red carpet that only minutes before had been covered in sheets of polythene in a vain attempt to keep it dry. In the background the harbour's mooring boats provided an escort. King Olav took the precaution of carrying his umbrella throughout the tour of the site, and Prince Philip kept his mac buttoned up. Hundreds of construction workers lined the jetty and schoolchildren bussed in for the day waved union jacks and added their cheers to the chorus of welcome.

*Photo: Jonathan Wills*

More  
colour pictures  
of the  
Royal visit  
on page 73.

Across the water the St Clair lay at the tug jetty at Sella Ness, dwarfed by the scale of the oil port and the terminal. She had arrived direct from Aberdeen with the guests and with a contingent of policemen who had been unable to fly in because of fog.

## A warm welcome for Prince Philip

Prince Philip greets the crowd in Charlotte Street where Shetland's Norwegian consul for 38 years, Mr Frank Garriock (centre) had a good view of the party. A press photographer finds himself reflected in a Viking axe (right) but the Prince found the Lerwick Vikings were friendly.

*Photo: Malcolm Younger*



## They saw the Queen

Back at Holmsgarth, the Queen was the centre of attraction for a crowd of youngsters gathered by the pilot boat Knab, while a well-known employee of the harbour trust, Mr John Mouat (back, left) had a grandstand view from the deck of the Knab.

*Photo: Malcolm Younger*





# SULLOM VOE 1981

A Shetland Times special colour report



## “They say they want it yesterday”



That could be the motto of the men and women who have built the Shetland oil terminal.

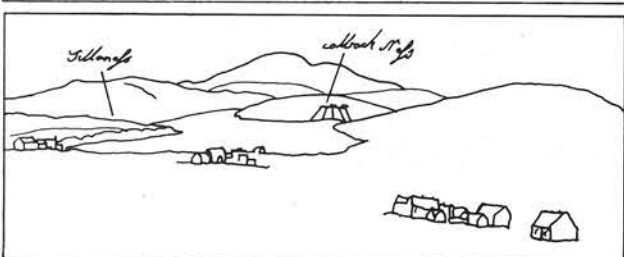
Many things happened later than planned but most of it is finished just four years after the major works began in 1977. In this biggest ever full colour issue we report on the successes and the snags of this great project and meet some of the people who made it happen.

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## Then . . . . . now

(50 million working hours later!)



This sketch is the earliest picture we have of Calback Ness. It was drawn on 20th January, 1827 by the great Shetland land-surveyor Andrew Dishington Mathewson, who was in the parish of Delting to draw a plan of the arable land of the township of Laxobigging.

During the laborious measurement of the hundreds of strips or rigs of land, the artist in Andrew Mathewson got the better of him and he drew this view looking north from what are now the ruins of the second world war RAF station.

In the foreground are the croft houses of Laxobigging itself while beyond on the left lies Graven township. Beyond that is Garths Voe, with Sella Ness quite clear on the left and the rigs of the arable land of Calback township in the middle distance. Behind Calback Ness the mouth of Sullom Voe separates Delting from the next parish of Northmavine, and in the far distance can be seen Ronas Hill and Collafirth Hill.

**This special report by Jonathan Wills with additional material from Erik Arthur of Sullom Voe Scene.**

*The bulk of the photography for this supplement is by courtesy of Dennis Coutts and the BP Photographic Library in London. The Shetland Times would like to acknowledge the practical assistance of BP and their staff in the preparation of this special commemorative issue, and also the assistance of the SIC ports and harbours department and Shetland Towage Ltd.*



The colour pictures above show four years of progress on the site. In 1976 (top), two years after the first contractors arrived, the basic outline of the terminal can be seen in the acres of peat and rock stripped away. It was the biggest single alteration to the Shetland landscape ever made by human hand. The bottom picture, taken at the peak of construction activity late in 1980, shows the terminal after the delivery of 300,000 cubic metres of concrete, 100,000 tonnes of tarmac for 25 miles of roads, 2,200 miles of cable, and 26,000 tonnes of steel for the crude oil tanks alone. Already the terminal contributes £5,000,000 a day to Britain's balance of payments, and just three of the 16 crude tanks could supply all of Britain's needs for one day.



# 1971-1981, the ten years that

**In July 1971, the massive Brent oilfield was discovered east of Shetland. It was the beginning of the most tumultuous decade in Shetland's history. Ten years later the wonders of oil rigs, laybarges, production platforms and supertankers have become commonplace.**

Looking back, the surprising thing is that it didn't happen long before. Academic geologists had long suspected that there might be oil and gas beneath the North Sea off Shetland, though as late as 1969 — ten years after the discovery of the Dutch gas field at Groningen — the very notion of Shetland oilfields still caused some hilarity among local people who were accustomed to think of oil wells as something only found in the vicinity of camels and palm trees.

The academics couldn't prove their theories because there was no money around to pay for ships to go out and do seismic surveys of the seabed. There was no financial incentive to find out what lay in the East Shetland Basin until there was also a technology to get at the oil and gas.

That technology was the semi-submersible drilling rig, and this ingenious piece of engineering, even more than the supertankers and the giant production platforms, is the ultimate symbol of North Sea Oil. Without it none of the great oilfields would have been possible, yet the deep-water rig was a remarkably late development in the history of the oil industry. The reason was not so much technical difficulty as lack of urgency. If we had known in 1960 just what was going to happen to supplies and prices of Middle Eastern oil, the big rigs for the North Sea would have been developed much sooner.

As a result of the cumulative coincidences of geology, economics and politics, the oil age arrived in Shetland at exactly the wrong time, for the oil industry at least. By a strange quirk of fate and currency exchange rates, the 1960's saw just about the only decade of home-grown economic prosperity for Shetland in the whole of our recorded history. Ten years later than the rest of Britain, we really had never had it so good. If the Brent field had been found in 1961 instead of 1971 there would have been nothing like so many problems for the oil industry in setting up in Shetland.

It was only because of full employment and a thriving economy in the early seventies that Shetland's local politicians were able to drive the bargain they did. Ten years earlier no one would have thought of the council running the oilport and having a fifty per cent share in the Sullom Voe Association that ultimately controls the terminal.

At the most the council's involvement would have been to impose planning conditions to safeguard the environment and to accept a larger or smaller cheque from the industry as compensation for being "disturbed". The joy at the prospect of jobs would have far outweighed any considerations about public participation or financial insurance for the future.

In 1972 a private company offered to develop the whole

project at Sullom Voe. Nordport Ltd, apart from "borrowing" the name "Nordport" from the council's planning consultants, proposed a "turnkey" project where it would provide all the facilities required and lease them back to the oil companies. All the council would have to do was pick up the fat royalty cheques every month. It was an attractive idea and in some people's opinion it would have worked a great deal better than the complicated deals that eventually emerged. Some of these deals, such as the lease for the very land upon which the terminal is built, have still to see the light of day.

## David and Goliath



**Councillor Edward Thomason**  
— strong line against the speculators

Much of the council's hard line against the oil companies in 1972 was pure bravado. Influenced very much by the vision and determination of one man, Ian R. Clark, then county clerk and later chief executive of the Shetland Islands Council, the councillors made fierce noises and adopted political postures that were way beyond their legal

powers as a local authority. The council wrote the script, and from the start the oil industry was playing Goliath to Ian Clark's David.

In many ways this was a convincing scenario, though the ending has been rather different from the Biblical version. For one thing, the oil companies made it quite clear that they did not support Nordport and the "land speculators", as Goliath might have been expected to. Very early on they accepted that this would have to be a joint development with the local authority. It was an unprecedented idea, even though Shell's Anglesey terminal had already made provision for financial compensation to the council there.

David and Goliath is the longest running story in journalism and from the beginning the gallant little island council battling against the oil giants made excellent "copy". People like Ian Clark, the then convener Edward Thomason, and his successor, the late George Blance, were a never ending source of excellent quotes. A. I. Tulloch has continued the practice during his term as convener of the council and the strategy has been surprisingly effective.

At the start the oil industry got a very bad press, and this was not helped by their local attempts at public relations. To call those attempts disastrous is to be charitable. Shetlanders were deeply troubled at the scale of the oil invasion, even when we were only talking about Shell's "£20 millions" terminal for the Brent field and the later estimates of a maximum of 1,200 workers to build the terminal for two pipelines. If anyone had known in 1973 that the terminal would one day cost £1,200



**Ian R. Clark**  
— he steadied the council's nerve

millions and involve 6,000 temporary workers in two camps and two accommodation ships, the local uproar would have been even more deafening than it was.

## Worry, worry, worry....

People worried about the influx of oil workers, they worried about the shortage of housing, damage to roads, competition for labour with local industries and above all about the expected catastrophe that would befall Shetland's wildlife and fishing grounds. No one believed that giant tankers could be safely navigated round the Shetland coast; they expected a spillage a week at least, either from the tankers or the terminal or the pipelines. The resulting oil slicks would destroy Shetland's seabirds and make the sea unfishable for years. On land the oil workers would lead to a massive crime wave and the destruction of "the Shetland way of life".

Some of the early PR men who went round the village halls seemed to have had not the slightest inkling of the depth of

anxiety that gripped Shetlanders of all ages and classes in the bewildering days of 1972 and 1973. All too often genuine worries were dismissed with lofty assurances; detailed questions were parried; treacly films were shown to explain (quite outwith the Shetland context) how oil rigs, tankers and refineries worked, things that were already quite well known in this traditionally seafaring community.

## Hostilities commence

People left the meetings feeling elated at the prospect of long-term secure employment but deeply worried by and distrustful of the oil industry's real intentions. The public hostility was not confined to the oil industry people; much more violent controversies raged over ideological arguments about the council's plans to get special legislation through Parliament to "protect" Shetland. Compulsory purchase powers raised for many the spectre of a new wave of clearances, with the council taking over the role of the wicked lairds of less than a hundred years before. For a very long time the council was split on the issue of powers to purchase the land for the terminal, with the faction in favour of the new act of parliament only just retaining control.

Behind these theatrical rows there was a deeper disagreement. Most people in Shetland accepted that the council should have powers to protect Shetland from unnecessary proliferation of the oil industry's hardware, though there was a sizeable minority that favoured as much dispersal of industry as possible (along the lines of the 1960's

## Miller Construction at Sullom Voe from start to finish

Since our first contract at Sullom Voe in 1974 our involvement in the Sullom Voe terminal project has been considerable.

Our contributions to the project include both the Firth and Toft Construction Villages, Executive Housing, Offices, Laboratories, Sports, Facilities, Sub-Stations, The Safety Training Building.

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Photographs courtesy of British Petroleum.





# changed the face of the islands



**Convener A. I. Tulloch**  
— uncompromising negotiator  
always good for a quote

policy of encouraging development at "holding points" scattered throughout the islands). Some argued that by using the existing planning procedures the council could exercise all the control that was necessary. Others felt that new controls on development were one thing, but using financial involvement as a form of planning control was another and quite unacceptable matter.

The argument ran that if the council was a partner in the Sullom Voe Association, which was to control the terminal, and if its financial rake-off depended on the volume of oil and gas put through the terminal, then councillors would find a conflict of interest between protecting Shetland and protecting the interests of the terminal with which they were to be so closely involved. The controversy was never resolved and is still going on, as we argue about the agreement for supplying water to the terminal, the lease of land at Calback Ness, and the renegotiation of the financial deals made with the industry.

## Plans delayed

Back in 1973, the then prospective Labour candidate for Orkney and Shetland demanded a one year moratorium on oil developments in Shetland to give time for these arguments to be settled. The councillor for Cummingsburgh, Quarff and Gulberwick later made the same demand. They need not have worried. The debates, which continued over the details of massive planning applications well into 1976, meant that the whole business was delayed for much more than a year in any case.

This was extremely frustrating for oil industry people who felt they had been sent here to do a job of work, not to get involved in local politics. The arguments were confused, protracted, divisive and often bitter. Sometimes it seemed that the council was fighting its own electorate as well as the industry, while the government was fighting everybody in sight. It was a weary business and caused much mutual hostility and distrust, yet at the end of it all Sullom Voe became, on paper at least, the best designed, best protected and best run oil and gas terminal in the world.

It is no disservice to the oil industry to say that without the lengthy arguments of the mid-

seventies we would have ended up with a very much less satisfactory development. The arguments may at times have been incoherent and the debates were often confused and disorganised (inevitable in a council where standing orders are often ignored), but in the end the job was done, and done well.

It is a measure of the success of the weary years of debate that the terminal's only really serious spill to date, the Esso Bernicia incident of December 1978, caused such an astonishing furore both locally and nationally. The reality is that the cost of effective pollution prevention and control is minuscule when compared with the bad publicity that results from dead seabirds in one of Europe's last wildlife wildernesses.

Here we are dealing with symbols, and very potent ones. All the environmental statistics in the world cannot counter the shock effect of a single picture of a dead Great Northern Diver clattered with fuel oil, under a headline saying "The Black Death". Nor can a reasoned environmental impact study by academics have much chance against the impact of that famous press picture of a flock of oiled sheep with just one clean ewe standing out white among her blackened companions.

In Shetland, perhaps more than anywhere else, the environment is potentially the greatest political issue of all. This is simply because, leaving emotions aside, Shetland's traditional industries of fishing, agriculture and tourism rely totally on clean fish, clean sheep and clean birds. The oil industry has learned the hard way that public trust in the Sullom Voe terminal (and in the local council) rests entirely on avoiding the disaster that everyone fears.

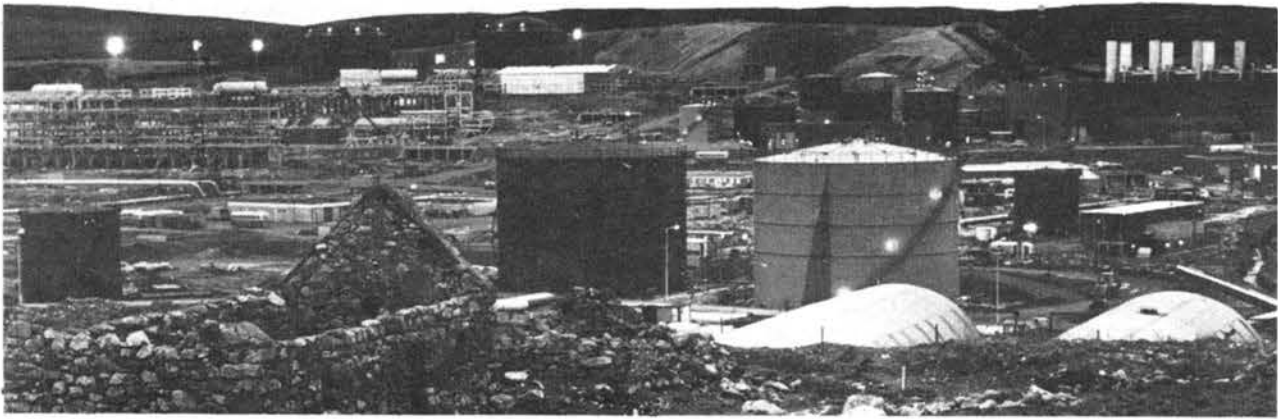
After Esso Bernicia, and the offshore dirty ballast discharges from rogue tankers that followed it, the industry and the council introduced a range of safeguards that are probably unique. Even so there are those who still ask why these safeguards were not in force from the day the first tanker berthed at Sullom Voe.



**Captain Bert Flett**  
— saw through reforms  
after Esso Bernicia

## Plans and reality

We shall come to the success stories later on, but any review of Sullom Voe must mention the other problems that have been caused for Shetland. Back in the planning stages we were assured that all the necessary houses,



The ruined crofts of Calback shortly before demolition.

roads, schools, community centres, shops and other "ancillary infrastructure" to cope with the influx of people would be built in plenty of time. This is not exactly what happened. What has been built is all right as far as it goes (though the tenants of some damp council houses would not agree) but it does not go far enough. It is totally unacceptable that young couples with babies should still have to live in caravans in Shetland winters, whether or not they work for "oil". It is not good enough that "oil-related" areas get new schools while pupils in other areas have to use outside lavatories that are a hundred years old and freeze solid in winter; nor that schoolchildren have to learn their lessons in cold and draughty huts put up as "temporary accommodation" thirty years ago.

## Labour poaching

One of the issues that consistently made the headlines is the alleged "poaching" of labour by the oil industry. Local firms have consistently claimed that they could not compete with the wages offered by short-term construction work nor, it seems, with the pay for long term employment on the operations side. What the oil industry was supposed to do about this has never been quite clear. The companies have to pay wages agreed with the unions, plus bonuses for working in Shetland away from home. There was no way the industry employers could cut wages to the levels hitherto paid by small local firms.

At one stage it was suggested by some local councillors that the industry should not employ

Shetlanders, so fearful were they of the effect on island businesses. This too was obviously out of the question, as the unions firmly pointed out.

A third possibility was for indigenous employers to pay higher wages and give better conditions. In many cases, where the oil industry brought new business, local employers could afford higher wages and better working conditions. It could be argued that the arrival of the oil industry has greatly benefitted the ordinary working person in Shetland. The local authority itself is perhaps the most striking example of this phenomenon, with special island and construction period allowances for staff, plus mortgage subsidies. The council-run port offers good salaries, as does the jointly owned tug company Shetland Towage.

## Policy reversed

If the councillors were initially keen to stop too many locals being taken on during the construction phase (even to the extent of asking that Shetlanders should not get beds in the construction camps) their attitude to permanent jobs is exactly the reverse. This desire to see as many Shetlanders as possible working at the terminal becomes more intense as the spin-off jobs from construction come to an end. The pressure is on the industry to hire and train locals but there will always be a need to bring in many of the people in the very highly skilled technical, electronic and management jobs.

*continued on page 10*

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*LJK carried out civil works on the following contracts:*

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## Building the terminal — the early days

# Peat, peat, and more peat



## Stage one — flaying the banks of Calback

The first of many — an excavator and a dumper truck (left) begin the long job of shifting half the surface covering of Calback Ness. It took three years just to finish the first phase of site clearance, working in peat up to 15 feet deep. As the job progressed large areas of the site looked like a paddy field when it rained and the surface of the moon when it was dry.

### Did it have to come here?

It is an inappropriate thing to ask now we come this far, but did the oil terminal really need to be in Shetland at all? Would it not have been better for Shetland if we had just had the economic "spin off" from the oil rig supply bases and the helicopter industry? If we had known in 1972 what we know now about the extraordinary speed and efficiency of pipelaying barges such as Choctaw Two and Viking Piper, would it not have been a better idea to pipe the entire output of the east Shetland basin straight to the Scottish mainland, where the locals might have been more receptive and less troublesome?

It is an intriguing thought but the answer is probably no. Shetland's advantages of deep, sheltered water only a hundred miles from the oilfields made the choice inevitable, though a gas line was laid direct from the fields to Scotland. That is a different matter, of course, since gas can be piped direct into the national grid. Oil cannot.

### Getting on with the job

While the politicians, the industry executives and the conservationists were arguing, someone had to get on with the job. It took a massive effort of the imagination back in 1974 to visualise what Calback Ness and Sullom Voe would look like once the terminal was built. The first people on site were the surveyors and to get there they had to drive in a land rover (or walk) along

electricity and telephones. The rot had set in at Calback before the first world war and during the first decades of the century the people slowly drifted away to more favoured districts.

Even the building of the RAF station at Sullom Voe in the 1940's did nothing to arrest the decline. The last people left Rattleton, where the ballast water tanks now stand, in the 1950's. Even the once thriving communities of Graven and Laxobigging dwindled to a few people, so that by the 1950's this was a remarkably deserted and unpopulated part of Shetland. No-one had to be evicted to make way for the oil terminal, which was just as well considering the folk memory of the nineteenth century laird John Walker, whose depredations on the North Delting crofters' land caused immense and lasting bitterness.

### Pegging out the site

One of the first men on the site was Donald Morrison, civil engineer with Sir Alexander Gibb and Partners, who were consultants to Foster Wheeler on the civil engineering and design for the job. Donald went to Sullom Voe for "3 or 4 months" and stayed to become one of the longest serving people on site. Just pegging out the site was one of the biggest surveying jobs ever done and the deep heathery hill of Calback, pitted with peat bogs and lochans, was hard going for a man on foot with his levels and poles. There was nowhere to shelter in the blashy rainstorms that sweep over the islands even in summer. Oilskins and wellies were the order of the day and were to remain so for several

begun far away in London. A history of Sullom Voe cannot be written as a straightforward chronological narrative because so many things had to be organised, planned and built at the same time. There is no point in having a piperack arrive on site before you have built the concrete foundations for it. For the men in charge of planning the project the logistics of getting everything there at the right time must have been a nightmare.

### Pioneers' work camp

Before anyone would get to work there had to be a pioneer camp — that was built at Firth in 1974 by Miller Construction. Before there was a road into the site Arthur Manson used to run the JMJ boys across Garths Voe

## The JMJ chain gang



## They turned the seas into dry land



Before the peat and rock could be dumped in Orka Voe this inlet of the sea had to be closed off with a series of rock walls or "bunds". The JMJ boys ran a shuttle service to close the gaps.



the beach below the old house of Garth out to the deserted crofting townships of Calback, Rattleton, Orka and Crooksetter. One thing at least was simple and straightforward. Apart from the sheep, the site was deserted and had been since just after the Second World War. Hundreds of years ago "the lands of Garth" were a thriving community but this was one of the places in Shetland that had missed out on such modern amenities as roads, mains water,

years until the site roads finally got their coat of tarmac. Calback Ness looks small enough on the map, but it is a big place when you have to walk it. Life was rough and tough for the drilling teams who came in the summer of 1974 to dig deep into the peat and examine the rock underneath.

You cannot peg out a site until you have some drawings to go on, and long before the surveyors arrived the basic design work for the terminal had

in a boat from Graven, where JMJ (later a part of the LJK consortium) had their offices in the former shellfish factory next to the wartime slipway for Sunderland and Catalina flying boats.

The first woman on site was Marabelle Murray from Graven, who started work with JMJ early in 1975 and was to become one of the personalities of the project, beloved by the workforce because she organised their flights home on leave.



## It all came right in the end

At first the infilling of Orka Voe looked a horrible mess (above, left) though the seagulls enjoyed some of the eatables thrown in with the peat. In time the reclaimed land firmed up very well, and today reseeded is covering the Voe with green (above).



# Ten years that changed the face of Shetland

continued from page 7

No one would expect a little English town of 23,000 people to produce enough skilled, educated people to run a terminal of this complexity. However much we pride ourselves on our local education Shetland's 23,000 population will never be able to staff the terminal entirely on its own. There is a limit also to the number of trainees you can have in a complex installation like Sullom Voe at any one time. The ratio of trainees to trained staff must be carefully watched, for reasons of safety as much as economic efficiency.

## Money, money, money....

Another great debate in Shetland has concerned the money the industry agreed to pay the council. Many think it was too little and there is a determined effort to revise the sums upwards, though it is taking rather a long time. Rather more controversy has been caused by the extraordinary catalogue of confusion surrounding the money. We found that although we thought there was a reserve fund, there was not and could not be one until the council-owned port was making a profit.

The money was put into a charitable trust instead, to the great frustration of those councillors who wanted the cash used to bail out the traditional industries. It also transpired that Shetland would get more from oil industry rates than it would ever get from the special financial agreements. To maximise rates income the council, however, cannot put up the oil

industry's rates while keeping everyone else's down. Here there was a major conflict of interest and an issue that led to the formation of a ratepayers' association. The rates income can be used for many things, but to use it for support to traditional industry has proved, to say the least, complicated.

The charitable trust money is fenced in with even more awkward legal restrictions and if we do use the promised reserve fund to help Shetland industry we may lose the powers to aid industry from the rates.



**Chris Ennis — finance director walking an oily tightrope to keep SIC's money safe.**

A more confusing financial scenario is hard to imagine and it says much for the ability and tenacity of the council's officials that the SIC has not yet fallen from the legal and financial tightrope it has to walk.

Frustration that even when we got the money we could not use it freely has been a major reason for the growth of the Shetland

Movement and demands for more home rule for the islands. One Shetland Movement policy that commands wide support is for the laws governing local authority financial assistance to industry to be greatly simplified. To do so, however, may involve a conflict with the British government. Traditionally, aid to industry has been a central government responsibility, not a matter for local government. The same applies in the related field of employment policy.

## Who gets it?

Other issues lie ahead. If the council is to be given more freedom to spend the 'oil money' on helping local businesses, what form will the assistance take, who will get it and on what terms? There are those who feel the whole exercise means we are imperceptibly setting up a system of local government control over everything. Others think there should be some form of public accountability from firms that receive large amounts of public money. Others claim that we should use the money to restructure such industries as fishing, agriculture and knitwear along more co-operative lines.

These are just some of the issues that have to be decided whether or not the financial agreements with the oil industry are renegotiated. The scale of the arguments involved may suggest to some that it would be simpler and fairer to leave industrial aid and employment policy firmly in the hands of central government. Allegations of partiality have not yet been publicly made against the SIC, but it is a fair bet that they will be before long.

## Building the terminal — the early days

# The JMJ gang gets to work

**JMJ were there to shift peat and rock, a job they were well acquainted with from their days at the Flotta terminal in Orkney. Sullom Voe was on a vastly greater scale. Once it was decided that the oil would be stored above ground rather than in underground caverns, someone had to shift literally millions of tonnes of peat and broken rock. Peat, as anyone who cuts it for their fire will know, is tricky stuff to move around, even with an implement as well adapted to the task as a Shetland tushkar.**

Not that everything went smoothly — when the JMJ men went away for their Christmas break in 1974, they had built the approaches to the jetty. When they got back the whole lot had been washed away in a storm. It was the first of many setbacks caused by the weather. They persevered and by March 1975 the site had its first symbol of "civilisation" — JMJ had put a portacabin office on the Hill of Calback, complete with telephone and Marabelle Murray as secretary.

after the Firth camp was opened. In time a second camp had to go up at Toft and even then they needed first one accommodation ship, the former New Zealand ferry Rangitira and then another, the Swedish ro-ro ship Stena Baltica. Both ships were run by Grandmet Shetland Ltd.

The shortage of beds can be summed up in the experience of one man. He is Jim Hallam, Foster Wheeler's safety officer from 1974 onwards and the man with the best claim to have been the longest serving person on site. In less than three years Jim lived in the Firth pioneer camp, the Lerwick Hotel, the St. Magnus Bay Hotel at Hillswick, Firth construction camp, Busta House, the Westings Hotel, in digs at Brae and (at last) in a council house at Brae.

## Three years' hard

Just the first phase of site clearance and laying out the roads and foundations was to take three arduous years. It was the summer of 1977 before the first of the mechanical contractors — Wimpeys — arrived to build on the foundations laid by the civil contractors. Already Motherwell Bridge Engineering had been building ballast and crude tanks for two muddy years. Even today, seven years after work began, Sullom Voe is still one of the biggest civil engineering jobs in the country with over 500 men moving earth, laying concrete, tarring roads and doing the thousand and one other jobs the "civils" have to do.

## Safety first

It is significant that one of the first people on site was a safety officer. It is to the credit of the industry that safe working practices were laid down from day one and enforced to the extent that, for example, if you don't wear your hard hat you could, in theory, lose your job.

The policy did not always work, and the BP medical team at Firth did not exactly sit around waiting for casualties to treat. But in the seven years at Sullom Voe to date the industry has set a safety record that the rest of the construction industry gets nowhere near. This is not to underestimate the grief and concern at the fatalities that have occurred but the fact remains that by and large this has been one of the safest building sites in the world. This did not happen by chance — it was something that had to be drilled into people over and over again and at Sullom Voe the message got through. This is all the more remarkable when you consider that work rarely stopped for the severe weather. No-one gets "rained-off" at Sullom Voe.

In 1979 Foster Wheeler (GB), who run site services from buses to waste disposal, won the Sir George Earle Trophy for the most outstanding contribution to the cause of accident prevention, awarded by the Royal Society for the Prevention of Accidents.

continued on page 13

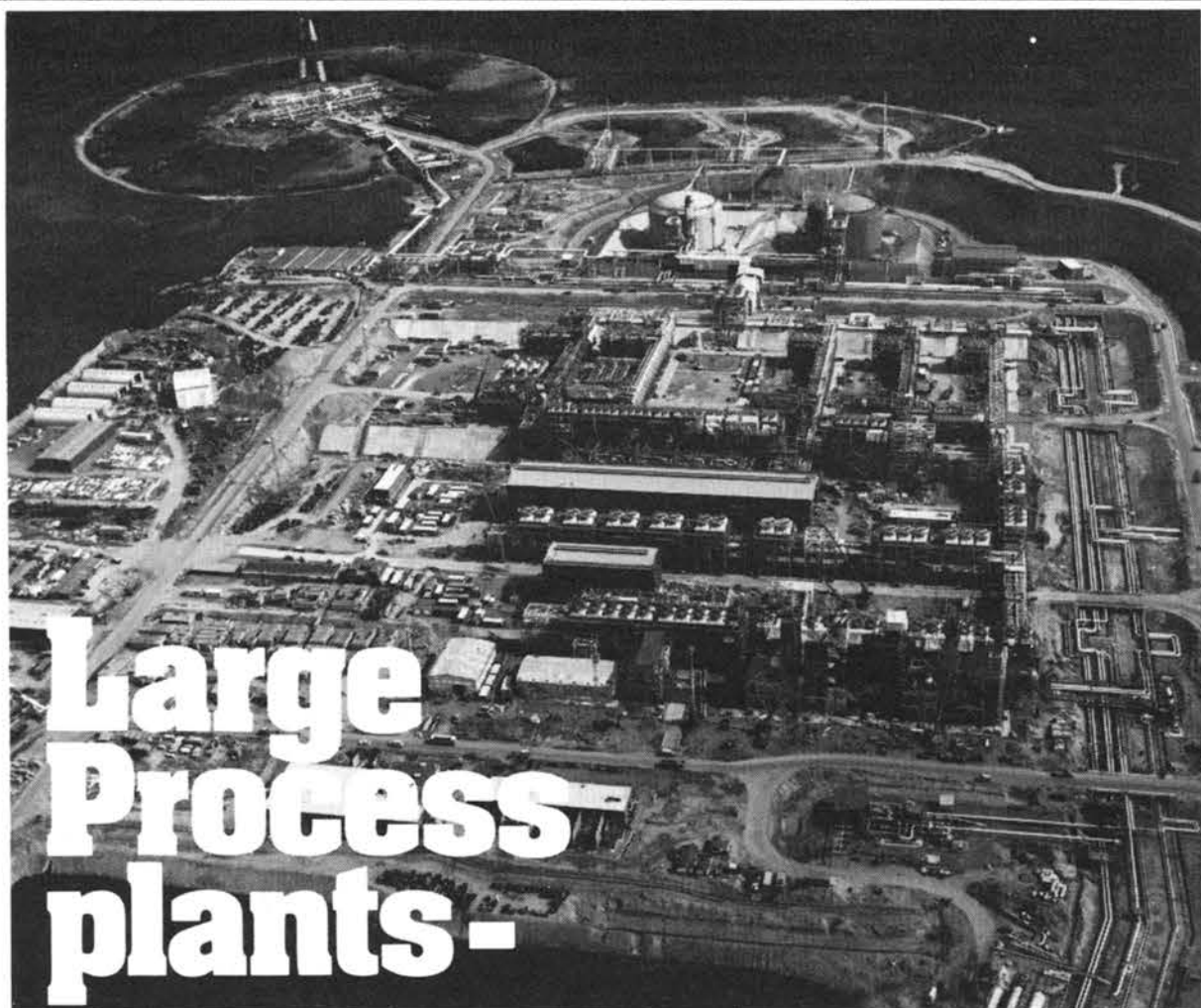
## No Tushkars

The JMJ and LJK boys had no tushkars, poor souls. They had to use cruder methods such as bulldozers and giant earth-moving machines. To start with they had to bulldoze a road along the shore — first of all by the simple expedient of levelling the beach! The early earth-moving machines had to come in by landing craft, later in conventional ro-ro ships berthing at the construction jetty. The construction jetty had to be built before anything big could happen and in due course it was to handle vast quantities of plant and materials, probably the busiest pier in Europe for a few years, under the management of Wimpey Marine and their ever genial manager, Barney Ryan.

## Messing in

The former officers' mess at RAF Sullom Voe became the first social focus of the site. Donald Morrison and his men stayed in the Sullom Voe Hotel, as the old wartime building had become in 1972. Millers' men used the function room as a dormitory until their pioneer camp at Firth was ready in October 1974. JMJ fitters camped out in Garths House along the beach. In the early days there were only a few dozen people on site and the spirit of comradeship was remarkable. Everyone knew everyone else and the bar of the hotel, presided over at that time by Dave McDonald, a former teacher from Edinburgh, was a lively, friendly place after a hard day slogging at the peat.

Not everyone could stay in the hotel, especially as the scale of the site became vastly greater than a few dozen men. Accommodation was a problem, even



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- (c) The landscaping of the water pipe track to Sullom Voe.
- (d) Various regeneration schemes in and around the Oil Terminal.

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# Sullom Voe Terminal celebrates a great day

On 9th May, 1981, Her Majesty the Queen inaugurated the largest crude oil terminal in Europe at Sullom Voe.

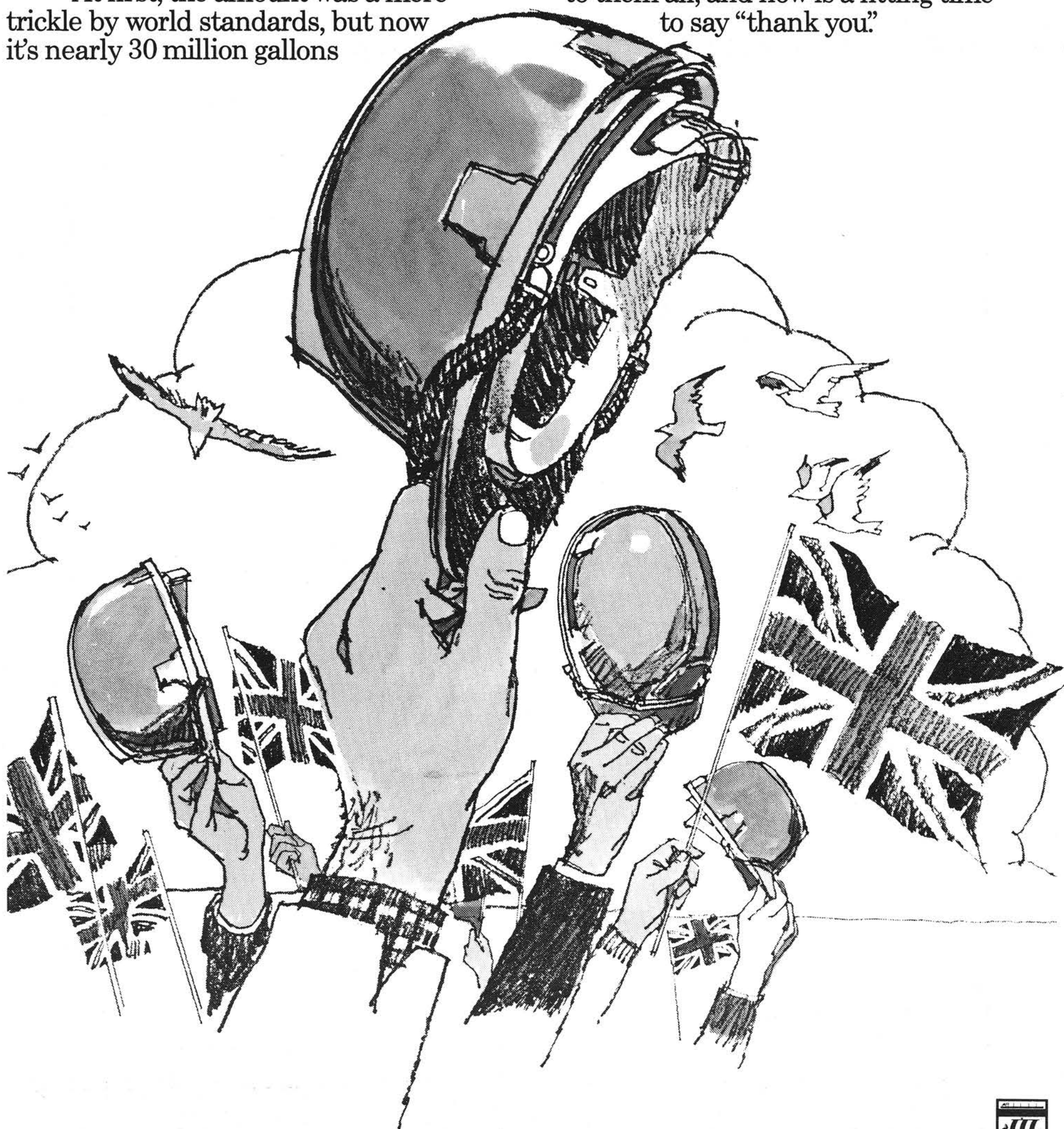
The terminal's contribution to the nation is vital as it ships out the steadily increasing volume of oil which is flowing through the Brent and Ninian Pipelines.

At first, the amount was a mere trickle by world standards, but now it's nearly 30 million gallons

each day, which is half Britain's crude oil needs, and soon it will be even more!

The spirit of co-operation that exists between everyone involved in the development of the terminal has contributed greatly to its success.

This achievement is a fine tribute to them all, and now is a fitting time to say "thank you."





# From Wimpey... a huge double contribution



**Wimpey ME&C** were responsible for the site design and installation of the complete major pipework system, and for storage tanks and tanker loading jetties.  
Main Contractors:  
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**Wimpey Marine** provided the port management and cargo handling organisation, planning and controlling arrivals and cargo movements. Over a 4-year period, 1,483 ships berthed at the Sullom Voe jetty.



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## Building the terminal — the early days

## If it looked chaotic — it very often was!

continued from page 10

To the visitor on site in the early days the whole thing looked chaotic. Sometimes bits of it were so, as machines bogged down in a sea of mud or got their air filters clogged in dust storms that plagued the site in dry weather. What the visitor saw often seemed to bear little relation to the elegant flow charts and progress sheets pinned up in the site cabins of the construction managers. Yet these first three years required a gigantic amount of organisation.

By 1978 over ten million cubic metres of peat and rock had been moved — enough to bury the road from Sullom Voe to Sumburgh to a depth of 64 feet. Most of the excavated material went into Orka Voe behind three enormous sea walls to keep the North Sea out of the bunds where the peat and rock were dumped. Early on the Loch of Calback disappeared and with it the little wooden foot bridge that had been the crofting township's main land link with the rest of Shetland. The Houb of Orka, a shallow lagoon and salt marsh, became the holding basin for treated effluent before discharge to the sea out at Calback Ness.

## Landscaping

On Calback Ness itself the sites for the 16 oil storage tanks had to be cleared, plus the LPG tank areas and the foundations for the ballast water tanks. Miles of access roads had to be bulldozed and, from a very early stage, landscaped and reseeded. The first grass was growing on the retaining walls or bunds for the early tanks long before the "bears" had started work on later sections of the tank farm.

Across the valley a similar sized area had to be dug out and levelled for the gas process area, the power station and the administration block. On the site of the old Loch of Calback they built the effluent treatment plant. Of all the old croft houses, only the ruins of the steading at Crookster survived, but a link with the past was kept by including stones from Calback, Orka and Rattleton in the stonework facings of the main gatehouse and administration building. Throughout the first three years there were inevitable delays: rock turned out to be harder than expected; peat was deeper than they'd thought; and always the weather played havoc with schedules.

## Milestone mania

From the start the planners of the project have been beset by the "milestone complex". Partners, contractors, the local press and above all the government wanted dates, firm dates. Dates were set (there are thousands of larger or smaller "milestones" in a project of this size) and calendars were marked with targets for completing the various bits and pieces.

## Off target

Many of the targets were not met and the reason is simple. The size and complexity of the job meant that any target was a "guesstimate" at best. Perhaps the biggest surprise is that so much has been done so quickly. On top of the weather the Sullom Voe building site had transport problems that few other jobs encounter. People and materials all had to make the journey from south. The logistics of it all defy the imagination. The payroll peaked at around 7,180 in November 1980, but in all about 25,000 people have been involved in Sullom Voe at one stage or another. That is just on Shetland. The total, including mainland workers, must be somewhere near 50,000.

The other point is that this was not a project planned, built and commissioned one step at a time. The various stages overlapped and the capacity of the terminal

was uprated while work proceeded — simply because more oilfields were commissioned than the original plans expected and individual fields' yields of oil and gas were revised as time went on.

So planning was still going on well into the construction phase. Some major planning permissions from the SIC were not finalised until two years after initial site clearance started. Getting planning permission in Shetland proved to be a lengthy business — often small items (such as the bunding of oil tanks and the siting of the effluent outfall pipe) caused intense local controversy on a scale not experienced elsewhere. It was at times a painful process but it ensured that the public really did have the opportunity to object or comment at every stage.

## Prefabrication

Even by 1977, the shortage of accommodation was threatening to slow the whole project down. If the terminal had all been built on site in the normal way it would have taken fourteen years, not seven. The answer which the project managers came up with very early on was prefabrication on the mainland on an unprecedented scale.

At the simplest level, this meant that spool pieces of oil pipework were put together in the south and shipped north ready-made on barges. Most of the gas processing area was made up of these pre-assembled units (PAU's) together with the pre-assembled racks (PAR's) that support this giant structure — in reality a complete factory put together like Meccano. Even so, the assembly of the gas processing plant on site was to take another three years.

Down in the Wirral in Cheshire, for example, a complete dock was set aside for collecting and shipping out pre-fabricated parts of the site from McTays of Bromborough — they were the main fabricators for the Foster Wheeler pipe spools.

## Geography lesson

The list of prefabricating companies reads like a geography of traditional centres of heavy industry in Britain:

UK Construction in Doncaster, Taits Lining in Manchester, Nor West Holst in Bootle, E. J. Stubbs of Wirral and William Press in Darlington all worked on Foster Wheeler's intricately shaped pipes and manifolds. Literally miles of steel pipes were

cut, welded and bent so that they would fit when they arrived in Shetland from Foster Wheeler's marshalling yard at Bathgate.

Clydeside figures prominently too: at Addiewell near Glasgow, main process contractors Constructors John Brown Ltd (CJB) had their main marshalling yards for work going to Sullom Voe, fed by companies such as Redpath Dorman Long at Teesside and Glengarnock, Shaw Petrie, Murray Pipework, Clyde Structural and J. & T. Lawrie in Glasgow, and Burntisland Engineering & Fabrication Ltd. Pre-assembled units and racks were also shipped from Motherwell Bridge Offshore in Leith, William Press and Charlton Leslie Offshore in Wallsend on Tyne and from Cleveland Bridge Engineering in Darlington.

## Convincing

The plan at first was to do just 30 per cent of the main work on

the British mainland and 70 per cent on Shetland. Quite quickly the proportions became fifty-fifty, and by 1978 three-quarters of the construction work was being done south. The economics of this strategy are, to say the least, convincing. Norman Dunlop, Foster Wheeler's project manager for their £500 million pounds worth of business at Sullom Voe, did some sums. What with weather delays, the cost of accommodation, backup services, aircraft and other costs of building in Shetland, it worked out that for every pound spent on a mainland worker in a prefabrication yard, you would have to spend six pounds to get the same end result on site in Shetland.

Some of the pre-assembled units delivered to site by barge and ship weighed up to 460 tonnes — the average was 250 tonnes. They ranged from intricate assemblies of 60 inch diameter pipes through completed tank vessels to extremely

complex and delicate pieces of the gas-processing area.

## Gamble paid off

Despite the long haul by sea, and occasional delays due to storms, this extraordinary collection of high-technology ironmongery was delivered safely and put together. Mainland prefabrication on this scale was a calculated gamble. It paid off and the lessons learned will be invaluable for many construction projects yet to come in other remote parts of the globe.

Apart from the now obvious financial advantages to the 32 companies who pick up the £1,200 million bill for the terminal (excluding jetties) the "prefab policy" had another major benefit of both local and national significance. It took some pressure off an already overheated Shetland economy (one can only speculate as to what would have happened if the whole thing had been made right

here) and it brought desperately needed jobs to some of the heavy industrial regions of Britain that were hardest hit by the economic recession of the late seventies.

Of this massive engineering work the public in Shetland knew little and saw less until the pieces of the steel jigsaw loomed over the horizon on barges or on heavy lift ships like the Starman Africa.

## Concrete progress

Simpler materials also had to be shipped in. For example, in the beginning all the aggregates and sand for the site's concrete had to be imported from Scotland, mainly from Morristons of Tain and from Highland Roadstone. To dredge sand around the Shetland coast in the quantities needed could have caused serious environmental damage. Besides, the sand and aggregate had to be of a

continued overleaf

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## Building the terminal — headaches and bottlenecks

# The Alaska Mafia's Meccano Set arrives

continued from page 13

very exact specification for the concrete to build blast-proof control bunkers and foundations that were to carry loads of many thousands of tonnes.

It soon became obvious that the construction jetty would be a massive bottleneck despite the best efforts of Wimpey Marine to handle the stone chips that were coming in. So the Virdins Quarry was opened up and after a planning decision that caused a major local row, the Shetland Islands Council owned Shetland Aggregates Company began trucking crushed rock into the terminal along the new Brae to Graven road built by the oil industry.

At the start, contractors mixed their own concrete but in 1977 Amalgamated Quarries (Scotland) Ltd. opened a central concrete batching plant on site to supply everyone other than Christiani and Neilsen. They had their own batching plant at the Sella Ness casting yard where they made the prefabricated decks for the Calback Ness tanker jetties.

### The AQS headache

The central concrete batching plant was a good idea but very soon it went badly wrong. AQS could not get enough aggregate locally, delays built up and important jobs were stalled for want of concrete. Shortly afterwards AQS went into liquidation and LJK got the concrete contract when it went out to tender. John Potter of Foster Wheeler was the key man in keeping the concrete mixers turning and prevented a serious logjam turning into a construction nightmare.

AQS had a lot of bad luck but even so they managed to produce

47,000 cubic metres of concrete in just nine months. LJK and Foster Wheeler (GB) quickly wiped out the backlog and by early 1978 concrete production was back on schedule.



BASIL BUTLER

They called them the Alaska Mafia. Three of the key men at Sullom Voe after BP took over from Shell in 1975 were veterans of the giant pipeline project in the permafrost of Alaska. After a job like that even the Shetland climate seemed positively sub-tropical. Alaska is a place where an oilman's reputation is made or broken and all three men had made it.

Basil Butler managed the construction of the terminal from 1975 until 1978. He came from a job in Kuwait but previously he had been general manager of BP Alaska. Ted Ferguson, who arrived at Sullom Voe in 1977 as site construction manager, had won his spurs looking after the icy northern end of the trans-Alaska pipeline and David Henderson, who became senior project manager for Sullom Voe in 1975, had also seen the sharp end of the arctic oilfields during his time with the Alyeska company.

Basil Butler must take a great deal of credit for what has been achieved at Sullom Voe. When he arrived things were, to say the least, a little fraught.

Preliminary work had started on site but no agreement had yet been reached on the final design of the terminal. The Sullom Voe Association had been set up earlier in 1975 with the SIC holding 50 per cent of the shares and the rest split between the companies in the Brent and Ninian pipeline groups.

### Underground or overground?

The council wanted the oil to be stored underground but the geologists were coming to the conclusion that the rocks of Calback Ness were too shattered for cavern storage. You could excavate the underground tanks



DAVID HENDERSON

but you would have to line them with reinforced concrete, an incredibly expensive job. Basil Butler's skills of tact and diplomacy worked overtime to persuade the SIC that they would have to accept above-ground storage in steel tanks. In return he was offering a "common-user" system which would prevent what the council feared most — an uncontrolled sprawl

of installations built by individual companies to cater for their individual requirements.

Sullom Voe was BP's biggest UK construction job for a very long time. The company's reputation depended on its success and in the winter of 1975 the job was looking anything but a success. Different contractors were building bits and pieces here and there without any obvious overall strategy or control. In short it was a fairly typical large British construction site.

### Catching up

Just about everything was running late, even at this early stage, and it seemed that at times the left hand did not know what the right hand was doing. Between them Basil Butler and David Henderson sorted it out and by 1977 the project had been reorganised under close BP supervision with regular contractors' meetings to pre-empt problems before they caused major delays.

### Flight to Scatsta

As the contractors began to bolt the "Meccano" onto the base plates the desperate shortage of accommodation got worse. Matters — and tempers — were not helped by the tedious road journeys between Sullom Voe and Sumburgh airport, which in the early years handled all of Dan Air's flights for the construction workers. The delays caused interminable disputes and frustrations, underlining the fact that although Shetland is part of the United Kingdom the whole project should have been treated as an overseas job from the start.

If he could begin again, David Henderson would have had Scatsta airfield open from day one. In fact it was 1978 before

the Sumburgh bottleneck was bypassed and Scatsta opened for business, operated by Airwork Services Ltd.

Meanwhile the construction jetty was becoming less of a bottleneck as Wimpey Marine hired more men and started a two shift system so that work could go on for 16 hours a day. By 1978 Barney Ryan's men were shifting 30,000 tonnes of plant and materials a month. How they kept up the pace is one of the great unsolved mysteries of Sullom Voe.

### Eat, sleep and work

For managers and workforce alike, Sullom Voe could never be an ordinary nine to five job. Eat, sleep and work, seven days a week, was the norm for your 28 days on site. This was partly because of economics and partly because of local fears about what might happen if "the bears" had too much leisure time on their hands. It is a familiar style in the oil industry — everything flat out under the constant pressure of impossible deadlines. Whether it is a good way to work is a matter for debate but the unions accepted this pattern for their members and for the success of the job that was all that mattered.

It is one thing to complete the job but quite another to check that it has been done properly. The five BP resident engineers on site have to account to Ted Ferguson for what has been built but there is a quite separate organisation in the construction portakabins to check on quality. The complexity of the management system built up by BP at Sullom Voe is staggering and generates vast quantities of paperwork, but in the main it has worked.

## THAT MAN FERGUSON



TED FERGUSON

They call him (among other things) — the Sheriff of Nottingham, but Ted Ferguson is a man who doesn't mind what he's called as long as the job gets done. If he's the Sheriff, we asked him, who are the outlaws and Robin Hood?

"Been looking for them four years and never did find them", was the smiling reply. Ted Ferguson smiles a lot these days and after four years he has a lot to smile about.

It was not always like that. When he arrived at Sullom Voe on 7th March 1977 his role was more like Wyatt Earp than the Sheriff of Nottingham. It took him five days, he says, to realise that things were not going to work out if they went on as they were. Some big contractors were on site and BP's traditional management policy was in full swing — let them get on with it and keep a watching brief.

(Continued on page 15)



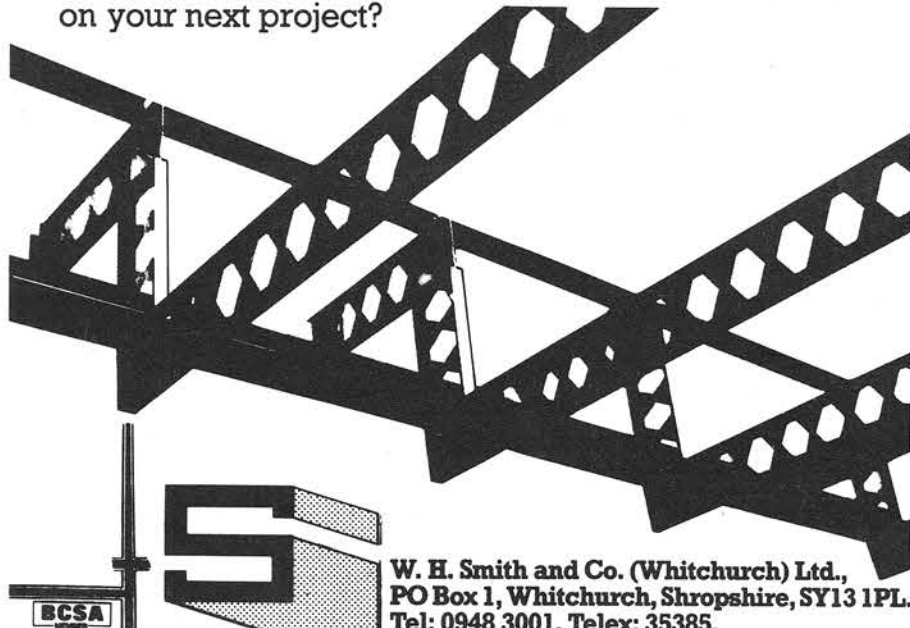
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## Scatsta — needed on Day One

"It was obvious that with two main contractors — Foster Wheeler on offsites and CJB in the process area — there was a possibility that conflicts would arise as people tried to see who was strongest. I decided that BP would be the strongest influence on site".

Ted set to work with a policy that he had already found useful on the Alaska pipeline. This meant very tight monitoring and control of the project by the client, on the face of it a recipe for endless wrangles. In fact it worked rather well though at first the contractors were not too pleased with Ted's insistence on site meetings every other Sunday morning — "prayer meetings", they called them.

When Ted arrived earth

moving had been going on for three years but the biggest earth moving jobs of all had only been giving planning permission shortly before.

"I want it finished by September" he said, and they did it in six months.

"They brought in something like nine million pounds' worth of earth moving equipment and moved something like, I forget the figure now, maybe four or five million cubic metres of peat and rock. It was a fantastic effort by LJK and I thought, well that's another milestone achieved. I didn't expect them to do it, quite honestly, but I thought having achieved that, there's nothing to stop us now. The next big problem was to get the place ready to receive oil. We did it by November 1978.

"Whilst all this was going on we were pressing ahead on the mainland building prefabricated units to construct the process area. We had done virtually nothing on the process area other than level the site and get on with the foundations. That was taking a lower priority than the job of getting ready to take the first dead crude. If we hadn't gone for a much larger amount of mainland prefabrication we would have wasted all that time. Obviously we made mistakes and we're still correcting some of those mistakes, but the concept of mainland prefabrication worked and we've learned from it.

"I've confessed at many interviews that with hindsight we would have built two

construction jetties, because it was certainly a bottleneck for about two years. But I'm talking about delays of days rather than weeks. Occasionally we ran into delays with ships that were waiting about two weeks, but that was about the maximum. Barney Ryan (Wimpey Marine's man on the construction jetty) and I still speak to each other! Barney and his men did a tremendous job, more than a million tonnes of material has come across that one jetty. God knows we've had our differences and we still have them, but all credit to them."

south is that they will believe that more people solve the problem. I had the same difficulty in Alaska. People try and equate a job to man hours. Let's say there are a hundred man hours — the simplest way is to put a hundred men on the site for one hour and the job's done. You have to analyse the job and say the optimum number of men in there is ten and it's going to take ten hours.

### Use your Judgement

"No matter what you do you're not going to improve on that. You put eleven men in there and instead of taking ten hours it'll take eleven hours. You're not cutting off, you're adding on. It's extremely difficult to get it right. You have to break the job down into small enough units so that you can use your judgement. In the end it comes down to an

engineer's nous. What you can plan in London is the big stuff.... you can say Sullom Voe's going to take four years because there are fifty million man-hours. We think we can accommodate six thousand people on the island. Can we employ six thousand people on the island. Yes, but only for 'X' number of months, because then the workforce gets so dense that it's obvious you can't get work done for people.

"You can rationalise it in the broad sense but the final planning and the nitty gritty is done here on site and that's why we have so many planning people in these construction offices.

On average Ted is out looking at jobs three days a week, "but obviously there are a million and one reasons that tie me to that construction manager's chair in my office, not least of which is communicating with my bosses in the south."

(Continued on page 17)

### More means worse?

In late 1977 the push was on to get the project moving, but the problems could not be solved by bringing in more people. Ted explains:

"One of the biggest pressure points I've had to resist from some management people down

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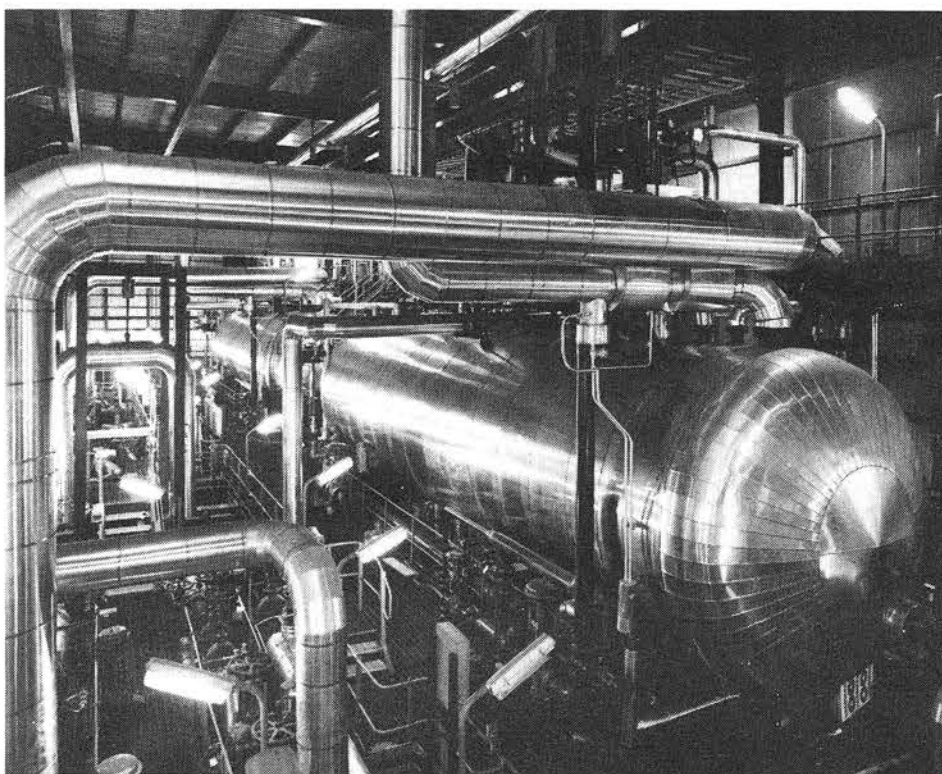
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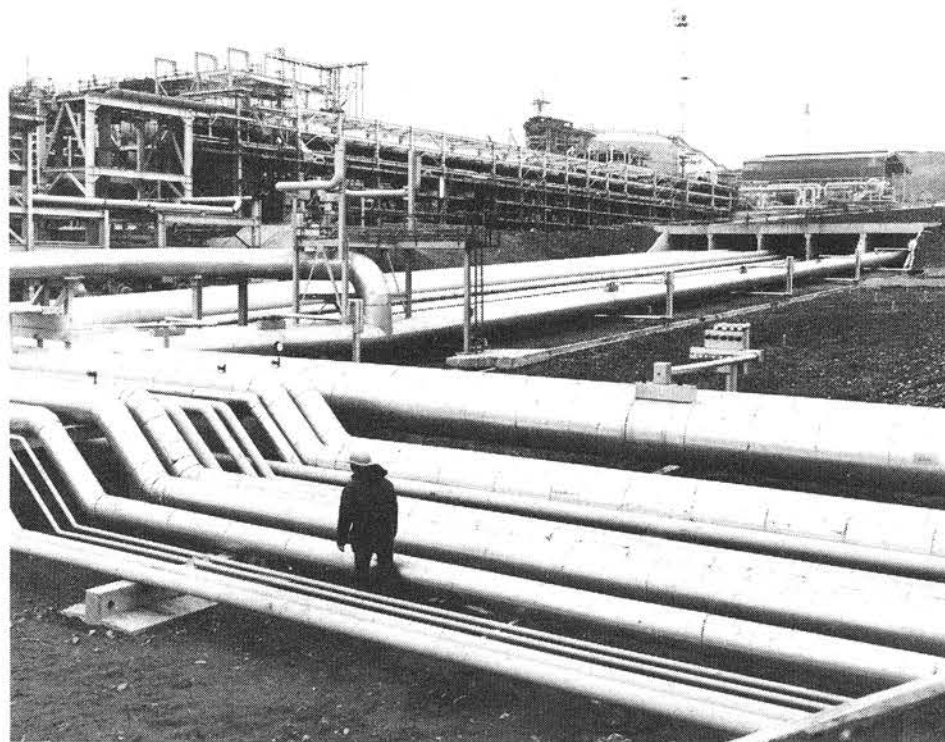
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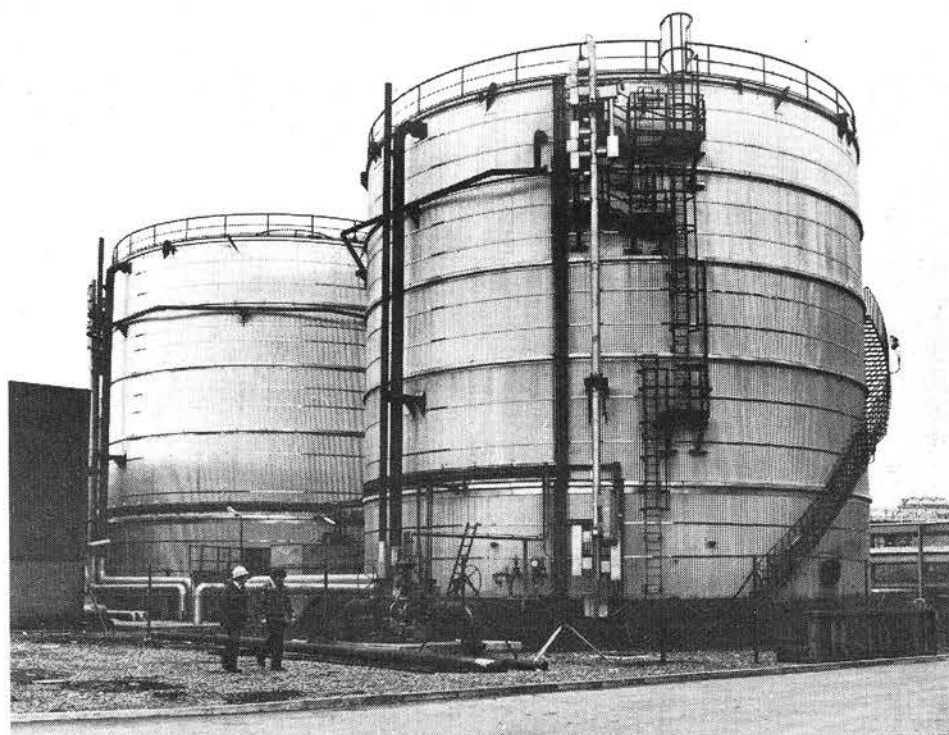
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## Building the terminal — Ted Ferguson looks back

(Continued from page 15)

Does he find that the partners and his own BP bosses don't really understand what is going on here in Shetland — yes, sometimes, but Ted Ferguson regards this as a constructive sort of tension. If some manager comes up and tells him he's doing it wrong and he should be doing it some other way, that's all right, he does what they tell him. But if he thinks the visitor is not well informed, the answer is simple, and typically Ted.

"Play your cards right and you could be doing my job. I'll be happy to take over yours." Bluff, of course, because Ted Ferguson could no more leave construction sites than a haddock could live in the Burn of Laxobigging.

"When I came here" says the man who stopped smoking 60 cigarettes a day soon after he arrived in Shetland — now he's a non-smoker — "we expected a multitude of contractors to sit together and form a common policy to present a united front to trade unions. It's never happened before, so why should we think it was going to happen here?"

"Our policy initially was the traditional BP policy of standing back and allowing the contractors to manage these affairs because after all they're the guys who employ the men who are members of a particular trade union. When things went wrong we called them in and asked if this was the way the contractor intended to manage things. This way of working wouldn't be much good for an isolated site like Sullom Voe, though you might get away with it on the mainland, where you get outside pressures to bring to bear on people.

"Most of your problems are going to be social ones, they're not going to be national problems, they're going to be local and social. The big disputes here have never been on the

agreement, once we got the first big strike out of the way in May 1977. Then we did not have a site agreement. Therefore the men were attacking their wages structure and they wanted more money — it was as simple as that.

### Less than one percent

"Having resolved that May 77 strike we pushed the agreement through so there was an agreement to work with. From that point on we have had very few attacks on the actual agreement. We've had many attacks on facilities in the villages, facilities on site, methods of reckoning the hours they work and so on, all sorts of disputes, but very, very few on the site agreement itself. When you look at other big construction sites there's no comparison in terms of days lost through disputes. This site is head and shoulders above any of them. We have lost less than one per cent of the man hours available for working.

### "Local policemen"

"We don't make deals with the men, we make deals with the unions. The men are employees of a company. It is the manager's job to ensure that the men adhere to the agreement. It is the job of the shop stewards to make sure that the companies keep to the terms and conditions laid down in the agreement. They are the local policemen, if you like. If a shop steward believes that a company has breached an agreement then I will investigate. I have done. Often. But the shop stewards cannot negotiate fundamental changes in the agreement. That can only be done by the full time union officials.

"You can't have a separate agreement for each man — that is why we have trade unions. I feel we've put the full-time

official in a position of respect and dignity, whereas a lot of sites will barely let them through the gates. The minute the shop stewards want to start negotiating themselves, without the full-time officials, then we cut them off. That has been accepted. We can't give them recognition in terms of a negotiating committee, but we certainly give them the respect that a site committee demands.

"A site committee is the body that ensures that the employer is following the agreement as well as the men. One of my principles is that no-one at Sullom Voe is qualified or authorised to negotiate fundamental changes in the agreement.

"Hardly any of the strikes we've had have been official and these have been national strikes when our people were called out. Most people have excluded us from any national disputes because of our special site agreement."

The impression often gets about that oil companies dislike trade unions. What is Ted Ferguson's attitude to them?

"Well, they're not going to go away because of my attitude, are they? Someone like myself who is at the sharp end of whatever happens, whatever I say there is going to be reaction to it out there on site and I'm going to be the mug in the middle, as it were. My job is to get the best out of people so I've got to work with unions. I consider it a luxury for me to sit and contemplate whether I agree with unions or not.

"As time has gone on I've found it easier to deal with the unions on site. It helps if you get to know the people concerned on a social level and we now have communications in all directions. The problems occur when someone goes outside the established scheme of communications and you miss a trick somewhere. It's got easier because all the parties know each other and they know what to expect."

## They did stop sometimes



This line-up of parked earth-moving machines was photographed during a stoppage in July 1976.  
Photo: John Matthew

Surely the big problems are only just coming, with the site suffering from "rundown-itis" and people starting to spin the job out?

"No, I don't accept that," says Ted, "even though the construction industry is unfortunately an industry where you're continually working yourself out of a job. I'm a firm believer that the only way you can stay in employment is by doing your work efficiently. It's sad that there isn't the work elsewhere for people leaving Sullom Voe to look forward to. Hopefully it's going to change, but it won't change if we do nothing about it. It's going to change because we become efficient in construction. If we can prove that as a nation we can construct things once more then jobs may well come our way.

"Sullom Voe has lessons to teach the rest of the industry. I get visitors from all over the world, all sorts of clients, not just oil industry people, and industrialists and specialists of all kinds. They are impressed with what's happened here. Impressed first with the sheer size of the place, which most people underestimate before they actually see it, and when they stop to consider that most of this job only started in 1977 — you know, it's no time at all for something this size. Four years.

### Why the long hours?

To do this people have had to work hours that the early trade unions fought to have abolished in Victorian times. "But," says Ted, "do you think men really want to come up here and work forty hours a week? There's got to be an incentive to work away from your family in a harsh environment in remote areas. You've given up something, even when you're sitting in the camp there with your beer, your telly and your bingo. You may come from Grangemouth or Torquay or wherever but you're missing home and above all your family. So why not work?"

Ted is quite willing to admit that you do not get peak efficiency out of people when they're working very long hours. "People work 65 hours a week here as a minimum and I'd be a fool to suggest that people are working flat out for 65 hours. The figure of actual hours varies through the year — in the middle of a force seven blowing for seven days I don't suppose for one moment that I'm going to get even 40 hours out of them."

The pioneering spirit of the early days, when there were only a few workers and everyone knew everyone else, is still there, according to Ted Ferguson. "I think if you walk around this site

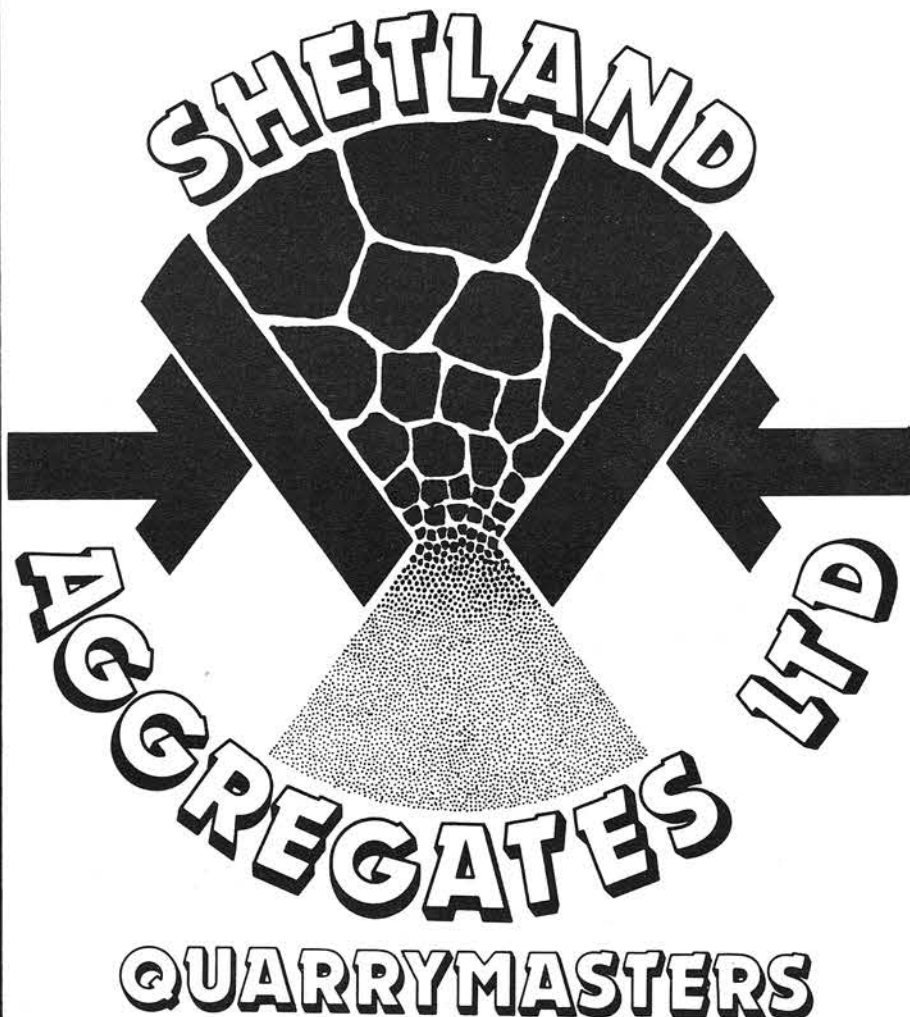
you'll be surprised at the spirit. Never mind the job's coming to an end, people are not dismayed by being at Sullom Voe. By and large it's been a very happy construction site. If you speak to people who tour construction sites they will tell you that if you walk on to a site down on the mainland which is a 40 hour a week job, barely anyone will smile at you, let alone say good morning. I walked through the process area the other day and there was an LJK labourer who asked me to spell him for a couple of minutes. That's the sort of atmosphere. A man can exchange a word with you. Not every site in Britain's like that.

### Captive workforce

Ted believes that this atmosphere has been helped because in some ways the workers are a "captive" workforce — the evening social events are not segregated between staff and operatives and anyone can join in. The age-old division between employer and employee is still there of course, even if things are fairly relaxed, and Ted Ferguson thinks it will take a lot more than this job to break that barrier down.

(Continued on page 18)

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## Building the terminal — Ted Ferguson looks back

# “Tomorrow is the day we panic” he said

(Continued from page 17)

Relations with the local authority have sometimes been more tense than labour relations on site, particularly in the early days when there was considerable fear and hostility about the Sullom Voe project. Ted Ferguson admits that it has sometimes been frustrating but there is always some frustration when you have to go through any authority for approvals.

“I don’t think even the SIC would claim that they are as geared up for movement as the oil industry is. We would move a lot faster if we didn’t have that constraint on us but that’s not to say that restraint isn’t a good thing. I’m sure that in the long term it is a good thing.”

## “Tremendously wasteful”

Would it have been as good a terminal without the local authority’s involvement? “It’s a good question. I think I’ll have

to be honest and say that the crude oil tank farm is a better tank farm because of the SIC’s involvement. But the segregation of facilities, in the process area, is tremendously wasteful in money terms. We could have joined the Brent and Ninian pipelines up and had just one process train instead of two, but our partners as well as the SIC decided that two were necessary, particularly if at some future date we bring in oil of a quite different composition from the West side of Shetland. This duplication of facilities gives us flexibility — now if we have a problem we can cross over from one system to the other.”

## Foul-ups

Ted Ferguson agrees with a disarming laugh that as well as the success stories there have been some pretty spectacular foul-ups along the line, for example the flare stack that had to be extensively modified and repaired before it could be lifted

into place. They dropped it the first time and then found it was not up to scratch.

The flare stack was an embarrassment, and Ted has nothing but praise for the Lerwick-based firm, Norscot, who set it to rights.

“They did an excellent job, but it wasn’t just the flare stack. After all, the process area isn’t quite ready yet. Even so, just getting live crude ashore isn’t a particularly important milestone. The milestone is producing a product, the gases, that we can export. We’re within six months of doing that. Don’t get the impression that the flare stack is the main delay in producing LPG. It isn’t.”

“Delays in the process plant stemmed firstly from the sheer size of it. Some of the prefabricated units from the mainland were more than a year late in arriving. We had an optimistic programme and we haven’t met it. I’m a great believer in targets. I will always set optimistic targets rather than

pessimistic ones because all targets are self-fulfilling. If you tell me the targets are unrealistic I say fine, that’s the business I’m in.

“I spent nearly a year convincing contractors that we could be ready to receive oil by March 1978. I knew we didn’t have a hope in hell, but you wouldn’t get me to admit it. I wouldn’t admit it to participants either. Some of them used to come in here and say ‘You’re not going to be ready’. ‘Put the oil in the line, I said, ‘and we’ll be ready.’

I remember one famous day was when Brent were about to commission their line and they had one last pig to run. It came through no problem and they were going to commission seven days later. We were not ready. Someone in their wisdom decided to run one more pig. There must have been suspicions that there was something wrong with the line somewhere. The thing stuck just six hours

offshore. I called Derek Moss, my deputy at the time. ‘I want you to go home early tonight, Derek, have a good whisky, an early night and get in early tomorrow because tomorrow we panic.’

When we came in next day Brent had a buckled line they had to repair and that was all we needed. We were ready then.

“When we knew the new date was September we changed the programme. We went for more tanks, our own power station running, plus other work ready in time. With just that two month hiccup on the Brent line we made first oil ashore in November.”

to work with. Then there are industrial relations and the efforts that have gone into them on both sides. It takes a lot of courage to do what the full time union officials do at times and I couldn’t do their job, that’s for sure. I’m thinking of people like Tommy Lafferty and the tremendous personal efforts he put into this job. You can see the marks on him, quite honestly.

“Above all, I’ll remember the tremendous spirit of co-operation. Co-operation’s been good. It could have been lousy. The result is that the quality of the job is first class. I’ve seen work all over the world and you won’t find a lot better than this.”

What next for this globe-trotting construction manager?

“Not every job has to be as big as this. There’s satisfaction in small jobs too and this is a pace of living that one doesn’t want to keep up all of one’s life. There are other things in life than thinking about a job twenty four hours a day.” Does he fancy a nice luxurious office on the top of Britannic House in London?

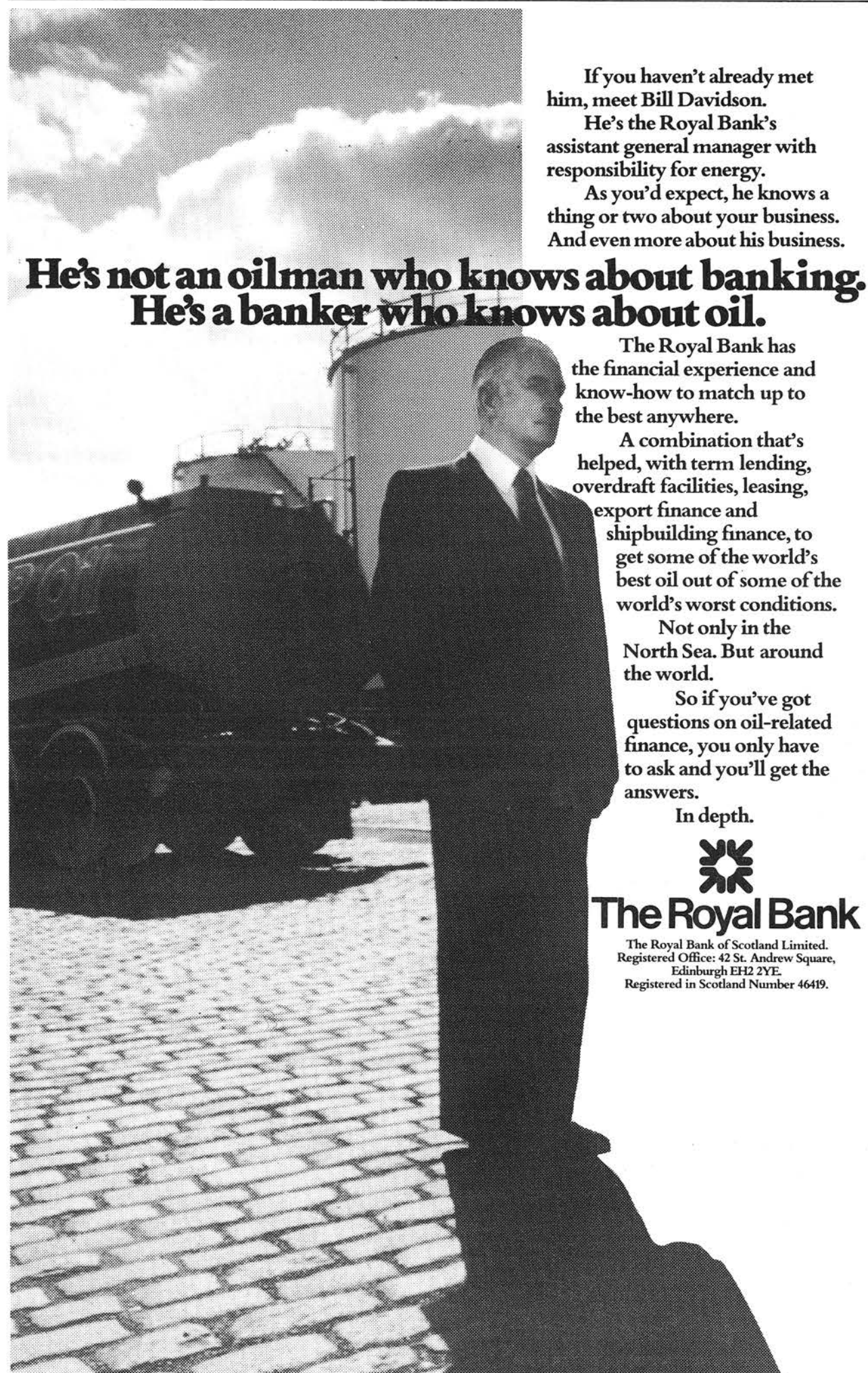
“No. I’m delighted to be an engineer and I take pride in it. I intend to remain one. You won’t see me being a personnel director.” The suspicion remains, however, that Ted Ferguson could do that job standing on his head.

## The success stories

What memories of the success stories will Ted Ferguson take with him to his next job?

“The low accident rate, the safety record at Sullom Voe. There’s a little group of unsung heroes here who run around taking dog’s abuse from everyone in terms of safety, but that team has done extremely well. Safety consciousness can slow you up a bit but I don’t think we would have it any other way.”

“I’ll also remember the initial achievements of LJK, the civil contractor, certainly one of the finest contractors I’ve ever had



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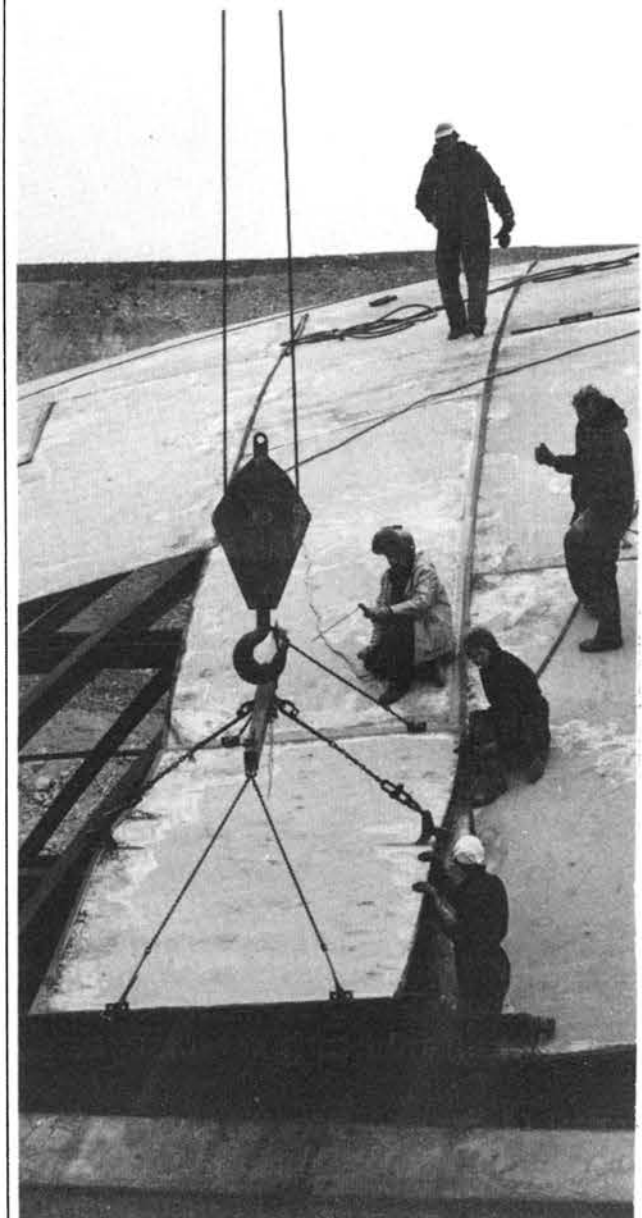
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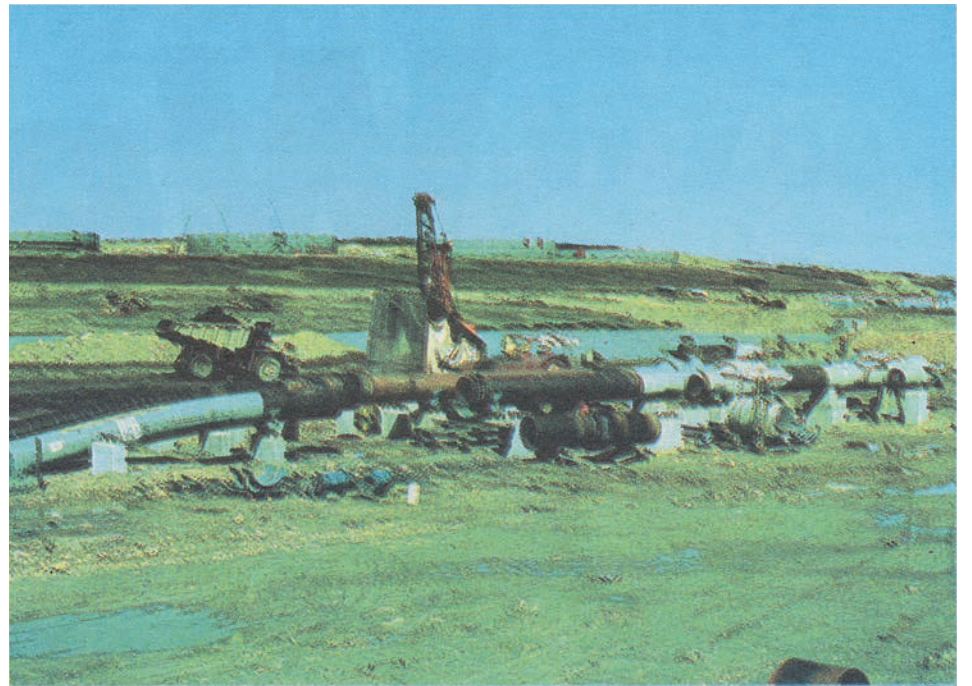
Building the roof of a domed tank involves skills of a high order and not a little danger. These men worked long hours in arduous conditions to put together the LPG gas tanks.

There is a Sub-Branch of the Bank within the Port Administration Building, Sella Ness. Call in—you will be made most welcome.



Building the terminal — pipes and tanks

# Piping down and piping up



Many different kinds of pipe had to be laid through all sorts of ground. Here the pipelayers blast through solid rock to get the line a smooth bed to lie on.

The Brent and Ninian pipelines surface on the site of what was to become the terminal's "pigging station".

## Crude oil tanks are not quite as simple as they appear

### Floating roofs

When the oil gets to the tank farm there are still some problems to be solved — and the big one is safety.

The oil might still have enough vapours coming off it to cause a problem if you just poured it into a big tank and let the inflammable vapour build up between the surface of the oil and the roof of the tank. The solution to the problem is to have the steel roof of the tank actually floating on top of the oil and moving up and down with it. Needless to say, this means that you need very strong pumps to get the oil in against the weight of the roof and good valves to prevent the roof forcing it straight out again.

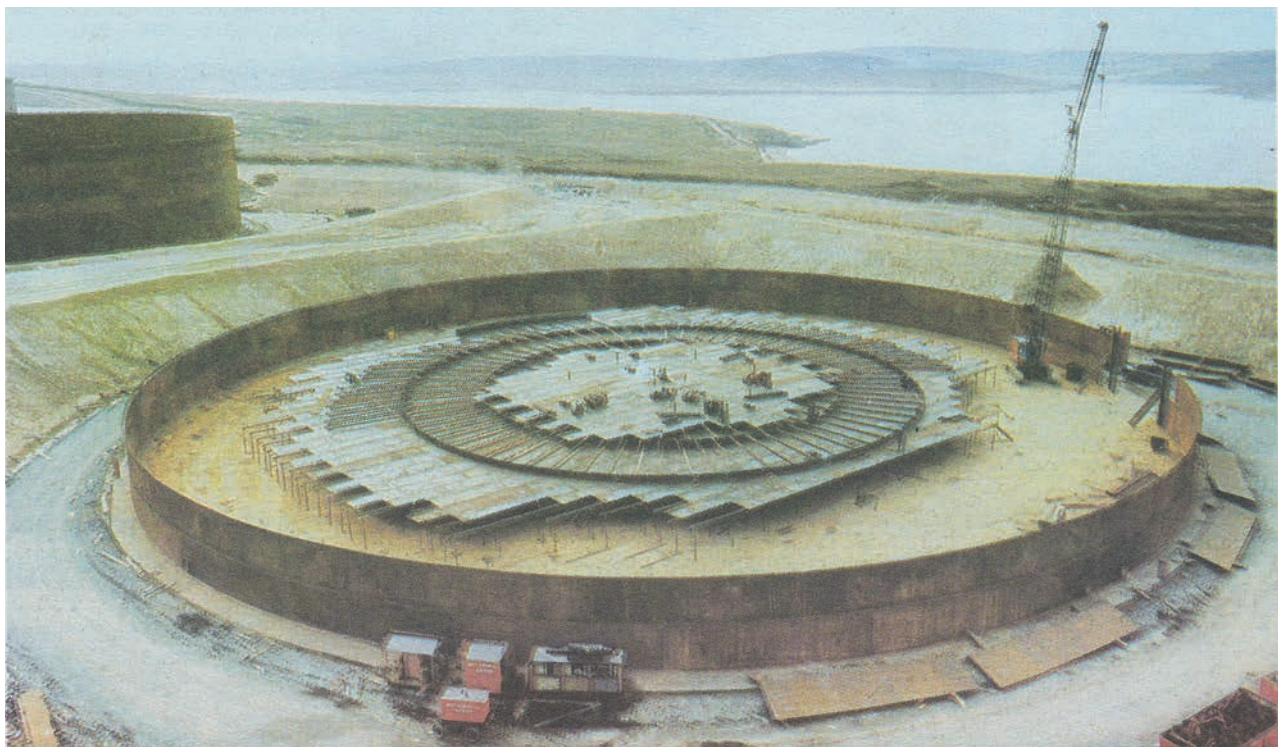
Incidentally, a good way to tell if the terminal is getting very full of oil — for example when bad weather stops the tankers coming in to collect it — is to get somewhere high up on a nearby hill and look down into the tanks. If you can see the roof of every tank then Sullom Voe is nearly full and if some of it is not shipped out soon they may have to start shutting down the oil-fields that feed the terminal.

So far it has only happened once — in January this year.

## The tank farm — it was built from the bottom upwards



Making a start on a tank with the snowy top of Ronas Hill in the background.



As the plated sections are welded together to make the tank walls, the massive roof floats up inside.

## The finished pipe track — back to nature



Reinstatement work on the Ninian line across Lunna took a long time but the end result is clear in this summer scene.



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## Buckets and spades



Some jobs are too delicate for the machines — here sand is shovelled by hand to protect the maze of cables underneath.

## Keeping warm!



It's cold out there — workers in the laundry make sure that the "bears" have clean, dry blankets to come home to.

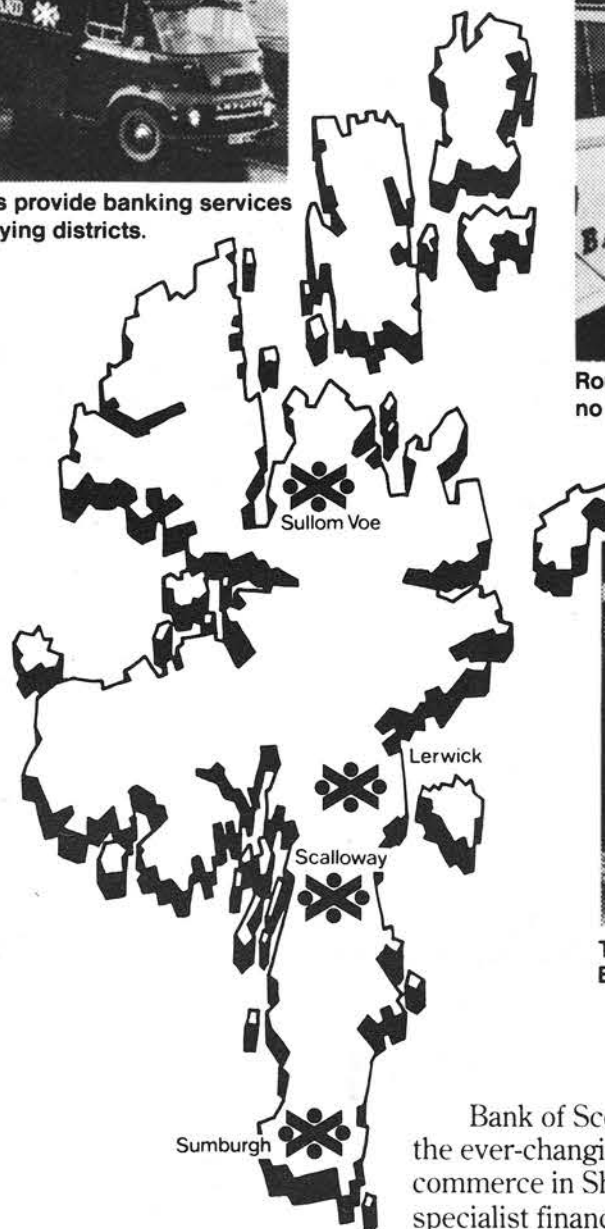
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- Acting as Project Manager for the mobilisation of the two accommodation ships Rangatira and Stena Baltica

We wish the management and staff of the Terminal, success in their future operations

For those whose assignment is ending at Sullom Voe we are always interested to hear from suitably qualified personnel



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First oil ashore — November 1978

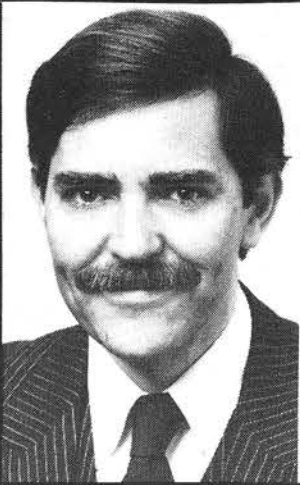
# Keeping tabs on their companies' oil — the partners

## Brent's Man . . .

Each of the two pipelines groups has a representative at the terminal to keep in touch with the terminal operator. Until his retirement last month Captain Adam Macdonald looked after Brent's interests at Sullom Voe. His involvement with the Brent oilfield began in 1977 when he was in Aberdeen helping to set up the Brent pipeline system. He moved to Shetland in June 1978 in preparation for the first oil ashore.



## . . . and Ninian's



John Napier, the Ninian project. In 1974 he was pipeline system representative, obtained mechanical and electrical degrees as a BP university student apprentice. Following service in a number of refineries in the UK and overseas he returned to Britain in 1974 as project engineer for Hound Point terminal. He later became a co-ordination engineer for the Sullom Voe terminal post in Shetland in 1978.

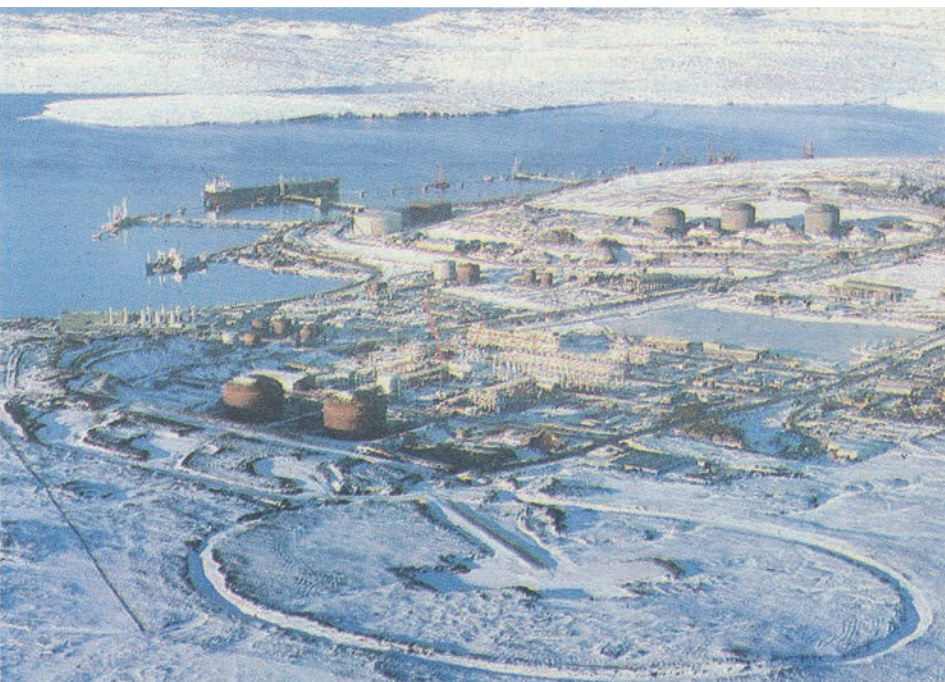


In the first week of December 1978, both Brent and Ninian crudes were flowing into the terminal. This commemorative picture shows operators John Scollay (left) and Ron Cheyne (right) with flasks of oil to prove it.



Seen from the radar scanner at Vats Houllands the Shell tanker Serenia comes alongside for one of her regular cargoes. Photo: Jonathan Wills

## It was in the bleak midwinter . . .



Work went on whatever the weather. The site was halted by snow only three or four times in seven years. The pipe track is seen with a coating of snow in the top picture and above we see the area around the main flare stack on a frosty day in March.

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## Offshore Services



# How the terminal will work . . .

## Turning on the taps

It all sounds very simple, much like the plumbing system in your own house, really. The oil comes in through the mains, fills up a tank, and comes out of a tap when you want to fill your bucket (or in this case your 250,000 tonne VLCC tanker).

The trouble is that it is a little bit more complicated than that. Take the oil itself for a start. It is not just pure oil. Mixed in with it there is a lot of gas, some wax and quite a bit of water. It is also under pressure because it has to be driven along the pipelines to Sullom Voe by enormous turbine-powered pumps on the production platforms a hundred miles from shore. All in all it is a volatile cocktail that comes out of the two pipelines, something to be handled with care if you want to avoid wastage, pollution or nasty accidents.

The amount of gas in the oil varies from one oilfield to another but in general the oil coming through the Brent pipeline system is a lot less gassy than Ninian oil. Brent's oil starts out with more gas in it but most of the Brent gas is piped direct to Scotland down the "Flags" pipeline to St. Fergus. Brent oil also has the water taken out of it before it begins the journey from the Cormorant Alpha platform to Shetland. Ninian system oil is much "wetter".

### Segregation

As the two different crudes arrive at the Sullom Voe terminal they are kept quite separate, at least until the oil is made stable enough to be pumped into storage and thence to the tankers. Consequently there are two parallel but segregated sets of plant to process the oil.

To understand how every detail of the system works you have to be a petroleum engineer but anyone can get a general idea of what happens at Sullom Voe and why.

Let's take a notional barrel of Ninian crude and see what happens to it as it goes through the terminal. Our barrel arrives after a 104 mile trip from the Ninian Central pumping station and when it gets here it is gassy, compressed and very unpleasant to handle. That is why it remains untouched by human hand and why very few people who work at the terminal ever see any of the fluid that flows through the pipes and vessels all around them.

### Integrity

First stop is a bank of machines called integrity meters, where the exact amount of oil coming through each second is

measured very carefully indeed. The only sure way to check if there is a leak in the pipeline is to compare what goes into it with what comes out. If the equation does not balance exactly you have a hole somewhere. Even a tiny leak can cause pollution but fortunately the pipeline's normal working pressure is a lot lower than its bursting point. It is also lower than the pressure of the seawater that surrounds the pipe hundreds of feet below the surface. It has been calculated that even if the pipe were to be completely severed only about a mile of its contents would be displaced. Fortunately no one has yet had the opportunity to put this comforting theory to the test.

Another reason for the meters (there are many more of them measuring oil further down the line in the terminal) is that the partners who own the oil need to know exactly how much of their property is reaching the terminal. The Government also takes an interest in these sums because it has to work out how much tax and excise duty to levy on the oil companies.

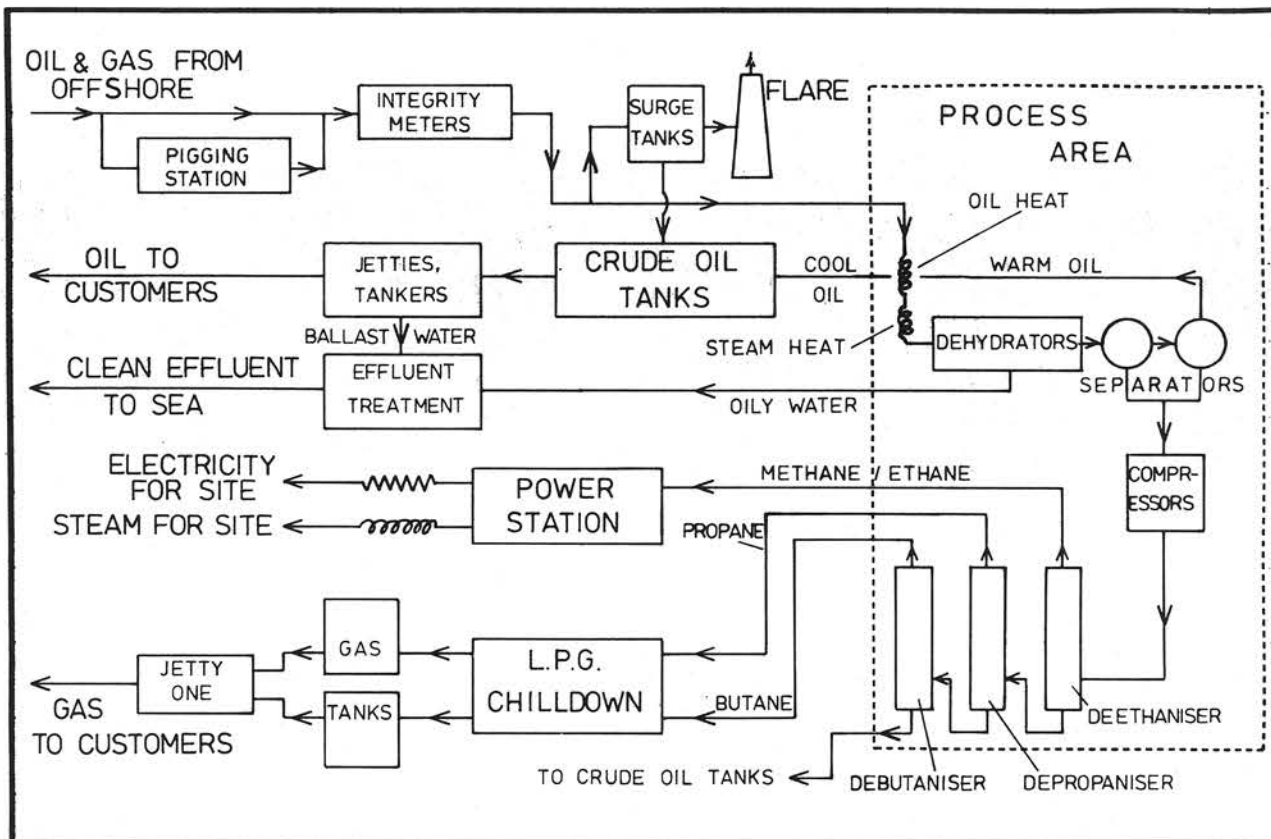
### Pinging pigs

Sometimes the oil has company along the line to Sullom Voe. A device called a "pig" (pipeline inspection gadget) can be shoved into the pipe at the platform through a piece of equipment similar to a spacecraft's airlock. The pig travels along with the oil and can do such jobs as checking the state of the inside of the pipe, cleaning off deposits of wax and corrosive residues and having a look at the condition of the welds between each section. Some pigs even squeal, or "ping" in a very pig-like manner so that they can be tracked by sonar from ships following hundreds of feet overhead.

If you tried to put a pig through an integrity meter it would do neither of them any good at all, so just before the meter there is a "siding" where the pig can be shunted off into the "pig trap" — a gadget where the intrepid pig can be taken out of the line and cleaned up ready for its next job.

### Hot and cold

From the integrity meters the oil goes straight to the process area — the maze of pipes and tanks and valves on the Hill of Garth between the new power station and the old croft of Crookster on the south east side of what used to be Orka Voe.



The oil is still cool and it has to be heated before it can be treated. The warm-up is in two stages. First of all heat is transferred to our barrel of oil from other oil that has already been passed through and heated. Next comes a blast of steam in a steel jacket around the oil pipe to make the oil very hot indeed. It is still enclosed so it cannot boil over or give off gases, but at this stage the water in the Ninian oil can be drawn off using a complicated and ingenious electrical process whose details we can leave to the petroleum engineers.

The water is then passed through the effluent treatment plant together with dirty drainage water from the site and contaminated ballast water from tankers. Once it has been purified to the stage where there are less than two and a half gallons of oil mixed in a million gallons of water it is piped into Yell Sound and hopefully nature does the rest.

Our barrel of oil is now dry, hot crude and still at high pressure. The pressure is now reduced but if it starts to build up too high anywhere before this point for any reason, there is a relief system that acts like the safety valve on a steam boiler and lets the oil escape up the hill into two gargantuan "surge tanks" where it is contained until pressure gets back to normal.

Having dried the oil and taken the pressure off, the next job is to get that very valuable gas out of it. Like the heating this is done in two stages. The gas is taken off in high and low pressure separators that are a lot more complicated than this simple statement would suggest.

Now we have a nice, dry, gas-free oil but it is still far too hot to be allowed up into one of the sixteen crude oil storage tanks on Calback Ness itself. To get rid of this unwanted warmth without wasting valuable energy, the oil pipe turns back on itself and goes into a jacket surrounding the pipe that brings in the cold crude from offshore. Here the heat is given to the part of the system that really needs it and after a while our cooled barrel of oil can be allowed to enter the pipes that cross what were once the infield rigs of Calback and Orka. It flows past the Houb of Orka, now the final holding basin for treated water from the effluent plant, and up the hill to the tanks.

### Splitting the gas

Meanwhile, what about all that gas? So far the terminal has only handled dead crude with the gas removed at the platforms, but in this imaginary guided tour we are talking about what will happen when the terminal is completed later this year. The gas is in fact a complex mixture of gases. Basically it can be separated into three different kinds at Sullom Voe.

Two of the gases become liquid when made very cold and the third gas goes straight to the power station to fire the turbines that generate the terminal's electricity. This mixture of liquefied petroleum gases (LPG's) and fuel gas is called Natural Gas Liquid (NGL) before the separation process begins. This is called "fractionating" the gas.

First the gas taken from the oil has to be cooled and compressed again. The cold gas liquid makes its way under pressure to six tall

steel towers called fractionation columns and these stand on the north west side of the process area. This plant takes out the power station's fuel gas and splits the remaining LPG into the familiar propane and butane gases you can buy in bottles and tanks. To get these gases to separate they are heated yet again. One minute the gas is freezing and the next it is nearly boiling, but that is life if you are a LPG molecule. At this stage any remaining traces of water, together with residues of sulphur compounds, are removed in a process known as "sweetening" the gas.

### A chilling tale

The hot propane and butane now have to be chilled down again — this time using a machine like a giant refrigerator powered by the propane itself. The two gases are now once again at ordinary atmospheric pressure and to stay in the liquid state they must be kept very cold indeed. Everything the gases touch must be insulated and refrigerated or the gas would literally boil over and have to be burnt off in emergency flare stacks.

The storage tanks for gas are vastly more complicated affairs than the crude oil tanks. Even the tank floors have to be specially insulated to prevent the intense cold of the gas freezing the foundations under the tank. Some of the gas does indeed boil off but the resulting vapours are contained and compressed to make them liquid again. There are pilot lights burning night and day just in case a sudden rush of gas has to be burnt off.

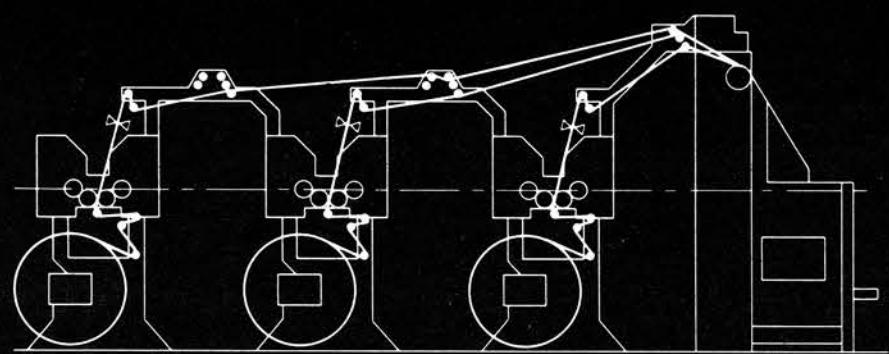
If any quantity of gas did escape without being lit it would spread downhill over the whole site (the gas being heavier than air) and blow up with the first spark it met. The terminal staff's sense of self preservation is the ultimate backstop to the elaborate safety precautions taken with LPG — no-one wants to get fried alive.

Just one jetty will handle gas tankers, jetty one. It can handle medium sized oil tankers too. Gas ships are highly specialised vessels and need very complicated loading gear. As the gas is pumped into the ship's giant gas bottles the vapours displaced from the tanker's cargo space have to be cooled and controlled. It would be too dangerous to vent them to the atmosphere.

That — briefly — is what the terminal is designed to do, though a full description would take thousands of pages of very small type. A large proportion of the total cost of Sullom Voe is accounted for by the extraordinarily complex machinery and control systems now nearing completion in the process area. It has been very much a site within a site and building it involved many special problems and ingenious solutions.

It has taken five years to make the process area a reality. It is late coming on stream, partly because of problems offshore and partly because the design of the whole thing was modified as work proceeded. When it exports its first gas later this year it will begin its crucial task as a major supplier of gas to British, European and American markets, and Sullom Voe will at last become a fully equipped oil and gas terminal rather than just a station along the line for shipping dead crude.

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# A tricky site to build on

The geography of the terminal site did not help the builders of the process plant. It is quite convenient to build a crude oil tank farm on a hilly site because you can use the slope to load tankers under gravity, saving fuel on pumps. To put a gas plant on a hill is quite a different matter and one of the biggest civil engineering jobs of all was to excavate the 190,000 square yards of terracing for the process area from the rock and peat of the hillside.

It was no easy task either to manoeuvre heavy prefabricated parts of the process area on to this difficult site. Constructors John Brown were the managing contractors for this important part of the terminal and they appointed Mike Donovan as their first general manager for the project. He and his team had to make sure that pieces of plant weighing around 250 tonnes apiece were lifted, slid or skidded into place on the different terraces without disturbing underground pipes, drains, sewers and cables that had already been laid. The skills of the men who drove the big cranes and tractors for firms like Rigging International and Sinters/ITM became a legend on the site and far beyond.

Constructors John Brown had handled jobs like this before but mostly offshore. Out there, given the right weather, you have a fairly straightforward lift from a heavy crane barge to put a module into place on a production platform. This was the first time CJB had done this sort of work on shore and the scale of the job was mind-boggling. It

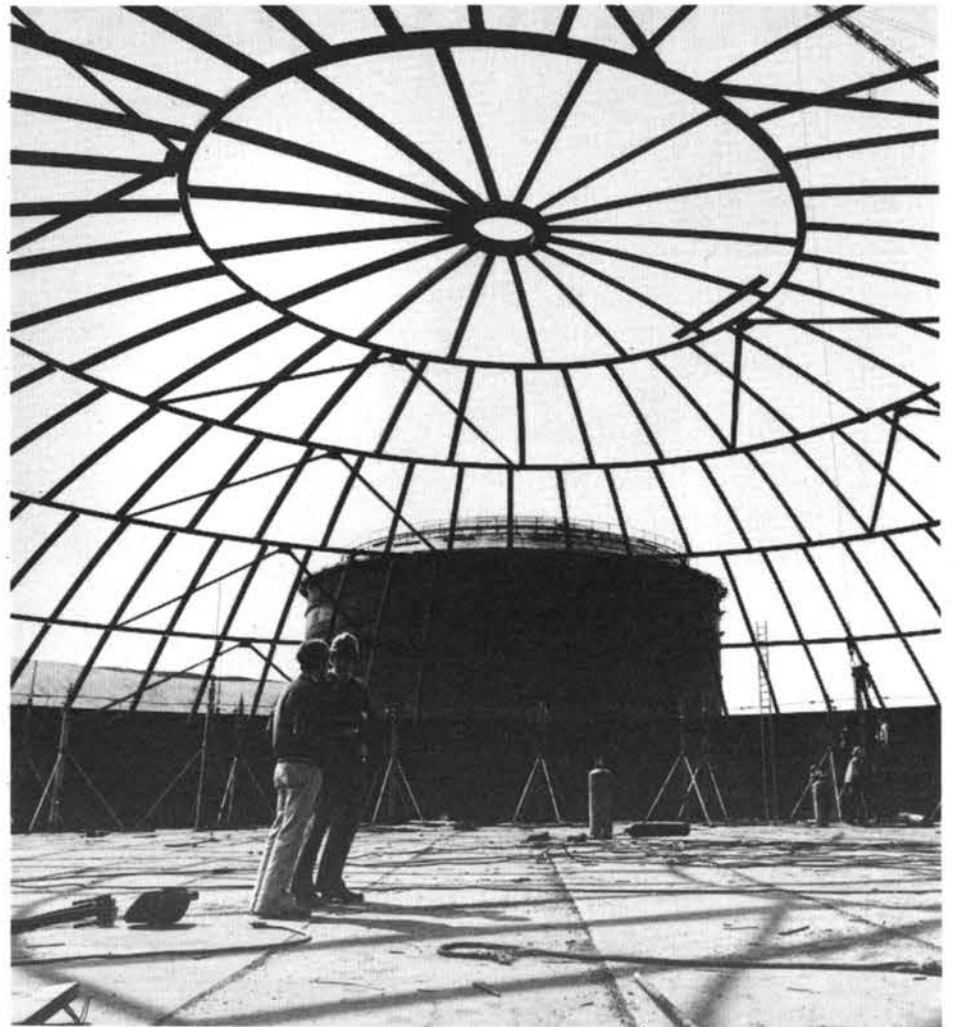
took 600 people just to design and plan the process area. Over 2,000 tonnes of pipe bridges and structural steelwork were supplied by Clyde Structural Steel of Glasgow at a cost of several million pounds. Other process area contractors included such well known names as William Press — responsible for

the process mechanical work; N. G. Bailey who did the complicated electrical and instrumentation gear; Cape Contracts who dealt with the all-important insulation work (Nadins handled insulation in the power station and elsewhere on the site); and Capper-Neil who built the LPG tanks.

## Testing, testing



## Safety comes first



The surge tanks seen under construction (above). They are the safety valve if sudden surges of pressure build up anywhere in the terminal. The fixed roof girders are built first and then jacked up as the walls are put together.

Everything is checked and double checked. The picture on the left shows a pipeline being tested before commissioning. This pipe carries effluent water from the treatment works to the outfall in Yell Sound.

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The camps and the ships

# Looking after the ‘Bears’



The Firth medical centre handled everything from a cut finger to the occasional serious injury.



Enjoying a pint in one of the camp bars after a day out on the site.



A bird's eye view shows Firth construction village in the foreground and Toft to the north.

## POWER TO THE PUMPS

This is the largest building in Shetland. The Sullom Voe power station meets the terminal's massive needs for electrical energy and process steam. The sheer size of demand and the huge fluctuations in the power used meant that the terminal had to be designed to work outwith the Shetland electricity grid.

John Brown Engineering Gas Turbines supplied the five 24 megawatt heavy industry gas turbines. Each of them has a chimney twenty seven metres high. The plant can put out up to 120 megawatts — about three times the capacity of Lerwick power station.

The electricity is transmitted at 33,000 volts and at 11,000 volts to 24 sub-stations around the terminal. The sub-stations bring down the voltage to match the requirements of pumps in the process plant, the gas compressors in the oil process area and the pumps used for loading tankers, besides other routine uses.

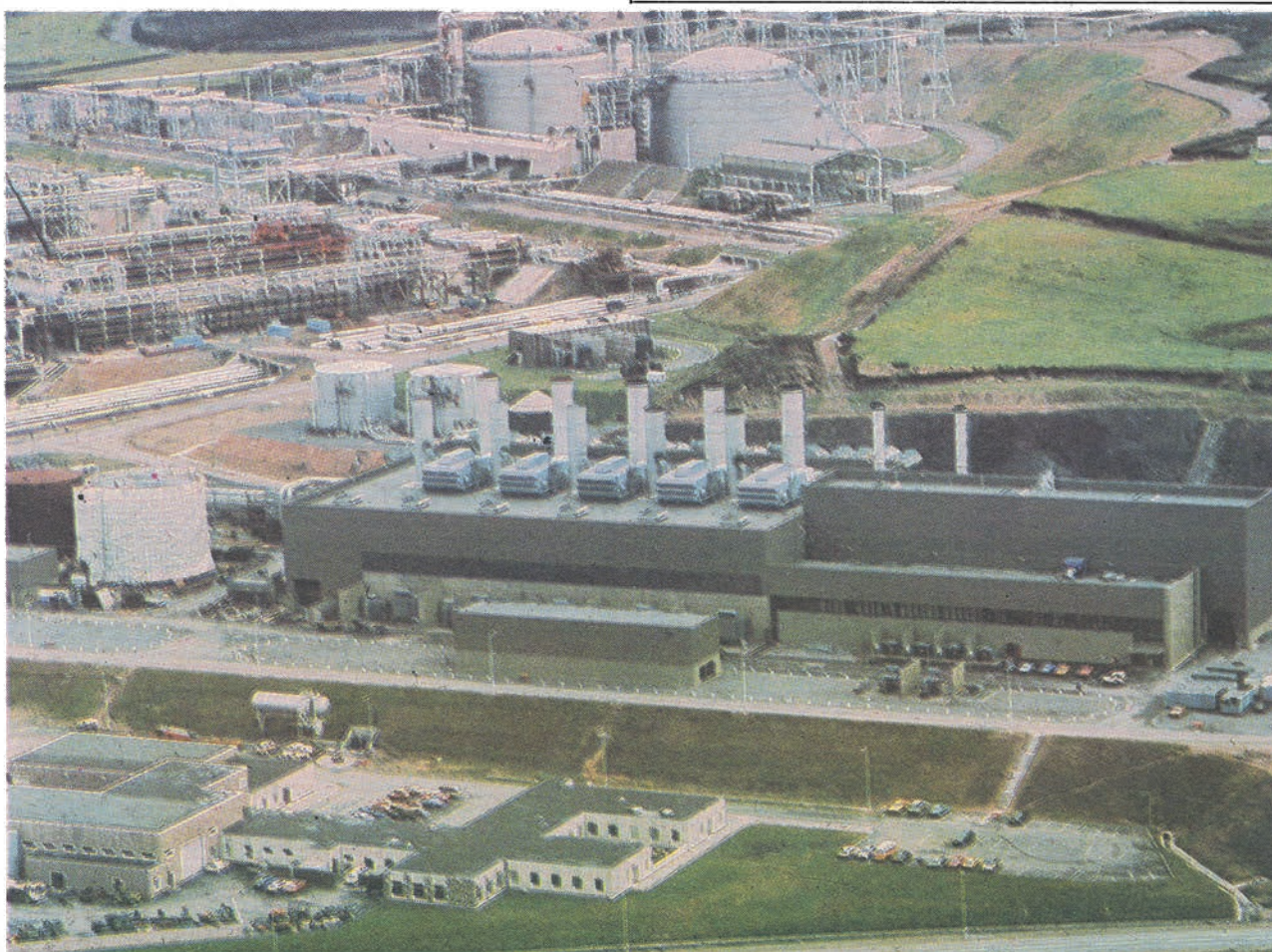
Connected to the gas turbines are five of the world's biggest works-assembled waste heat boilers. These produce steam for heating crude oil at a maximum rate of 110 tonnes per hour. More steam can be made from two package boilers each rated at up to 75 tonnes an hour.

Water supplied by Shetland Islands Council is used to feed the boilers and it is treated in a water conditioning plant. Extra water is recovered by condensing the steam after it has done its job.

In keeping with its other gigantic statistics the power station took 2,900 tonnes of steel

to build and it is clad with 17,000 square metres of aluminium. Like the other main structures on the site, it is painted in camouflage colours but there is not much you can do

to conceal a building this size. The station started up two years ago — running on imported diesel until the fuel gas is flowing from the process area later this year.



Foundations for the power station (above, in its completed state) were laid early in 1976 by Tarmac under the overall direction of Dave Walsh from Foster Wheeler. The blue painted steel framework was quickly covered in protective cladding so that work could go on inside in all weathers.

## Like Oliver, they always wanted more

Housing the construction workforce was a never ending tale of the industry coming back time and again to the council to ask for permission for more beds. This was not all due to lack of foresight. The original idea of a 1,200-bed ‘mini village’ with levels of comfort and services unheard of on a building site

arose from early discussions between the council, the employers and the unions.

In August 1974 Millers began work in Firth Camp and it opened its doors to the first residents a year later. Thankful they must have been, for many of them had been living in the comparatively primitive pioneer

camp above the landfall for the Brent pipeline at Firths Voe.

Others had turned the function room of the Sullom Voe Hotel into a cosy but somewhat cramped dormitory for twelve men. The first fitters from JMJ had lived in Garth House with neither piped water nor electricity.

### Another camp, please

Even before the plaster was dry on the Firth Camp squash courts the industry was asking for a second camp to house 1,800. Millers and Terrapin joined forces once again for a massive effort to drain the peat at Toft and they built many of the accommodation wings on top of wooden piles driven down into the centuries of deep peat moor.

The extra beds were needed as the oil industry revised the scope of its engineering works to meet new production targets offshore. A year after the first bulldozer lunged into the peat, Toft camp had 1,000 men and by the end of 1978 it was full up, only with 2,300 beds instead of the 1,800 originally planned.

### That wasn't all

Delays in prefabricating plant on the mainland and the very lengthy overlap between construction, commissioning and operations led to further pressure on bedspace and in September 1978 the Rangitira arrived at her Garths Voe moorings with 350 very welcome bunks on board. Six months later the Stena Baltica joined her and this effectively dealt with the shortage of space until the rundown began at last in November 1980.



# The Shetland Times

## I.R.A. bomb blast

Police confirmed on Wednesday afternoon that the blast which ripped through the power station at Sullom Voe during The Queen's visit on Saturday was caused by a bomb.

A police statement said that "initial examination of the material at the Royal Armament Research and Development Establishment, Woolwich, has revealed that the damage was caused by high explosive and it is apparent that a device was placed in the power station. A much more detailed examination has to be carried out before the nature of the device can be established. Since the incident occurred the police investigation has been based on the assumption that this would prove to be the case".

The IRA has repeatedly claimed that it planted a seven pound bomb in the power station. A statement issued on Monday night said that, "had we managed to place Saturday's bomb close enough to the British Queen she would now be dead". The statement claimed the authorities tried to suppress the incident because of embarrassment at "this breach of the British monarch's security".

The bomb went off about noon on Saturday, while the Norwegian and British national anthems were being played in the engineering services building at Sullom Voe. Because of the music none of the Royal party or VIP guests heard the blast at the power station, which is a quarter of a mile away across the site. The Royal visit was running about twelve minutes late and if it had been on time the bomb would have gone off during The Queen's address. Less than half an hour before the blast the Royal party had driven past the power station on a tour of the site. After the explosion the ceremonies went ahead as planned.

The explosion was at the back of the power station, on the north side of the building, 30 feet up, on top of a flue duct that leads from a turbine generator to one of the waste heat boilers that generate steam for the terminal. It is understood that the flue duct and supporting girders were



The Queen, King Olav and the Duke of Edinburgh step ashore at Sullom Voe on Saturday just an hour before the I.R.A. bomb exploded in the power station, which can be seen in the background top right.

damaged, though BP has not confirmed this.

Debris was scattered over a wide area and because this part of the power station is a maze of pipes, ducts and large machinery the detectives had a difficult and lengthy job collecting all the bits and pieces scattered by the blast.

Confirmation that the explosion was not caused by a malfunction first came in a statement from BP on Tuesday evening. It said that, "BP as terminal operator has completed exhaustive investigations at the site of the explosion and has concluded that there was no evidence of an equipment malfunction."

Now that it has been confirmed that the explosion was caused by a bomb, BP and the police are left to ponder how such a major breach of security could have happened. There has been criticism of the apparent gaps in The Queen's personal security during the visit to Sullom Voe and after the explosion the rest of the arrangements for the day went ahead as planned with no apparent increase in security precautions either at the terminal or in Lerwick.

Tuesday's statement from BP said that "security at the terminal has been the subject of discussions with the police since

the inception of the project and they were fully involved in the arrangements for the Royal visit. The Royal tour of the terminal did not include the power station and all buildings along the route were fully examined in advance by those responsible for Her Majesty's safety. Future security at the terminal is the subject of discussions with the relevant authorities".

Mr Ted Ferguson, BP's construction manager at Sullom Voe, was reported as saying last week, before The Queen's visit, that the terminal was a prime terrorist target and that talks between BP and the Ministry of Defence over installing a new perimeter fence had bogged

down over cost. He said, according to the newspaper report, that the present fence would not keep intruders out for more than 40 seconds.

News of the explosion was not released by the police until over 24 hours after the event. Newspaper enquiries to BP and the police drew a blank until eight o'clock on Sunday evening, when the Northern Constabulary in Inverness issued a statement saying that there had been an explosion.

Earlier, the air was thick with rumours after Irish Republican sources issued two bomb warnings on Saturday after the explosion had happened. One warning, which told the authorities to "clear the Shetland rig", appears to have arrived at Sullom Voe about one o'clock. Another followed later from the same source and stated that there was a seven pound unexploded bomb in the "power house" at the terminal. This second warning came well before any official confirmation that there had been an explosion.

## SIC consider fishing plan changes

The secrecy surrounding talks over a Shetland Islands compromise with the UK government and the EEC on regulating fishing in Shetland waters has been attacked by Mr Henry Stewart, chairman of the SIC fisheries working group.

Mr Stewart also said this week that the Shetland and Orkney Fishing Plan is certain to fail and has proposed an alternative deal giving Orkney and Shetland an exclusive 12 mile limit.

It was at Monday's meeting of the council's development, leisure and recreation committee that Mr Stewart said all fishermen should be told of the possible changes in the council's fisheries policy. He questioned why the relevant minutes of a recent fisheries group meeting were marked "not for publication".

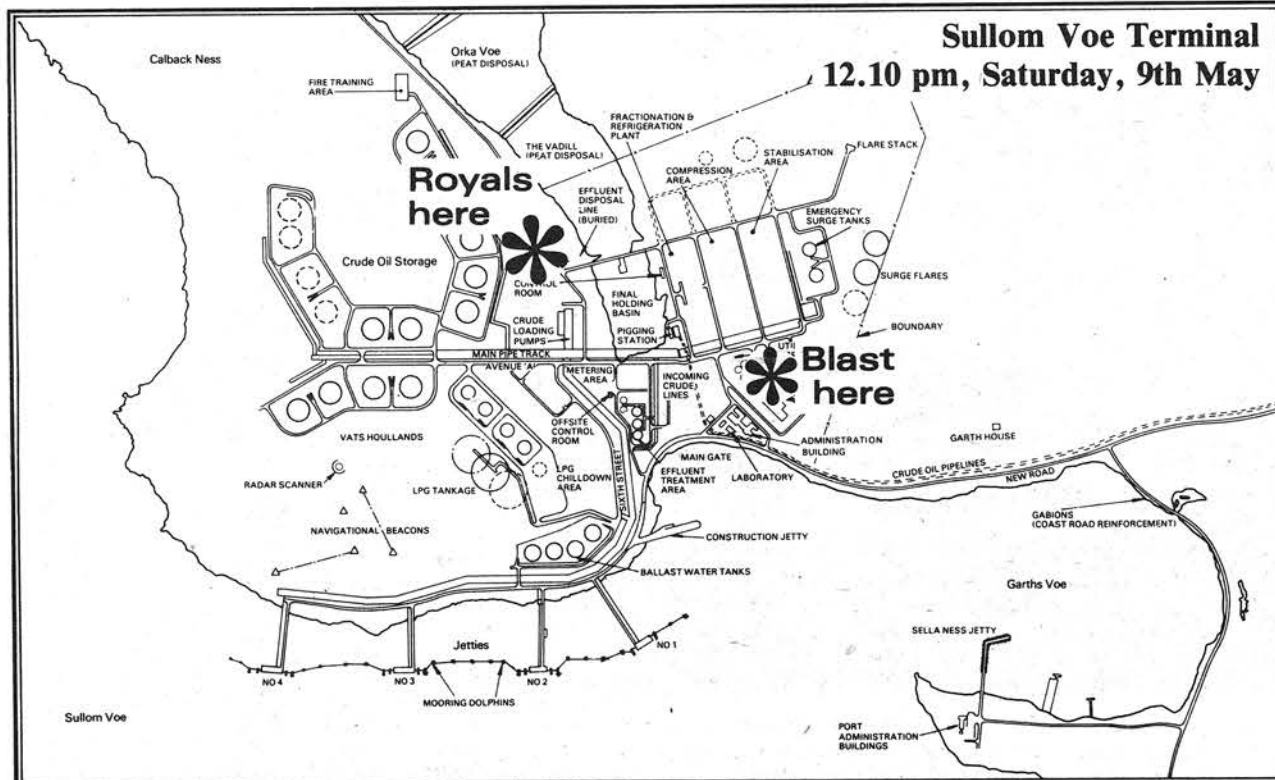
"This seems to be keeping our own fishermen in the dark and for no other purpose", he told the meeting, adding that as chairman he would not sign the minutes. He said he was concerned that not all Shetland's fishermen knew of the possible change in policy. "I have taken steps to ensure they are informed", Mr Stewart said. Support came from Mr Chris Dowle who also thought the public should have the chance to comment on the policy. "All this minute says is we are prepared to negotiate. The public should be aware of this change in approach".

But the other members of the committee who spoke all supported the need to keep the council's change in policy under wraps for the time being. The development, leisure and recreation chairman, Mr Sandy Cluness, said they were only considering possible changes if the plan was unacceptable to the EEC and they had to find a compromise. Mr Jack Burgess, director of research and development, said the minute was marked "not for publication" so "the world at large does not know possible changes we are contemplating." It would weaken the council's position if the details were known. At the moment there was no reason to make any changes to the plan, Mr Burgess said, until after a meeting with the Secretary of State. SIC convener A. I. Tulloch commented that "adverse publicity is a bad thing".

### TAKING STEPS

But Mr Stewart repeated his belief that the discussions on possible changes should be made known to fishermen and said he had "taken steps" to ensure this.

One of these steps is a letter published in this week's Shetland Times. See page 34.



The bomb went off a quarter of a mile from the Queen

## French boats trespass in danger zone

Two French trawlers caused an alarm early yesterday morning when they towed their nets over the wellhead of an oilfield 105 miles north east of Lerwick. Just after six am coastguards received a message from the Murchison platform that the trawlers Cap Gris Nez and St. Patrick, both registered in Boulogne, were towing gear on the wellhead of the Hutton field.

The ships ignored radio messages to stay clear and paid no attention to the standby vessel Rockfish which tried to chase them off. Eventually they left of their own accord and were last seen heading for the Brent Spar area. Both vessels were inside the no-go area which is laid down to protect installations from accidental damage. They have been reported to the Navy.



The Shetland Times  
"The Old Rock"  
Lerwick, Friday, May 15, 1981

## The inauguration — the end of the beginning?

The inauguration of the Sullom Voe Terminal by Her Majesty The Queen was an occasion in which the British people as a whole could take pride and pleasure and for which the oil industry, their contractors and vast workforce were given the credit they so well deserved.

And Shetlanders, despite all their misgivings, realise their identification with North Sea oil developments and found their pleasure in Saturday's events stemmed from an almost proprietorial interest.

That interest has been represented by Shetland Islands Council whose members and officials can claim that they have involved themselves in a massive industrial development to an extent unparalleled in the experience of any local authority in the country. For the representatives of a community smaller than many a district council to provide a deep water port and harbour with all its ancillary services, to control a development in and around it and to impose anti-pollution measures superior to any that have been devised nationally or internationally are achievements greater than any financial benefits that have been negotiated and not to be belittled by criticism of the latter.

Yet for many Shetlanders Saturday's euphoria was diminished by the thought that the day not only marked the completion of the terminal but also the end of a phase of prosperity which they all along knew would be temporary. The end of the beginning for the oil industry may seem, to some, to be the beginning of the end of a lifestyle to which they have very willingly become accustomed.

It need not be so if we take advantage of the position Shetland finds itself in as a result of a boom in contrast to an almost universal slump worldwide in the same period. It is fairly obvious that Shetland's former basic industries would not have prospered recently irrespective of the alternative employment offered in connection with Sullom Voe.

It is equally obvious to any who go about the countryside of Shetland that standards of housing and public amenities have improved to a remarkable extent in a remarkably short time. It was particularly appropriate that Her Majesty visited the Kantersted Centre as it exemplifies the high standard of care for the aged which has rightfully been given priority in the council's oil inflated budget.

There are opportunities for commercial and industrial development and there is no need to have a lengthy dole queue because temporary and largely unskilled jobs have to go. It is admittedly not as easy as it was in the 1960's to start a small business, especially as it has to face the barrier of the high pound in exporting and the reduced home market during the recession. It should certainly not be assumed from the fact that no one appeared to want BP to have an equity holding in their business that the entrepreneur does not exist. A revolving loan fund or a local investment trust would be a more attractive source of capital to many.

We are confident that the temporary problems of employment can be overcome, that knitwear, fishing and agriculture will again revive and expand and that the tourist trade has actually been given potential by the facilities which were provided for an oil related traffic. Nor should it be thought that the oil industry itself is yet fully developed as a source of employment. It is not merely that Shetland's residents will ultimately form the vast majority of the permanent workforce at the voe, but related services which the community can provide will be identified. The symposium which is to take place next month, may, hopefully, be the starting point of this process. In addition, it has always seemed a sensible assumption that if workers could be recruited for the offshore installations from the area nearest to these it would be welcomed, if only on account of reduced transportation costs.

It was natural in the early seventies to confront the government and the industry with the claim that we did not really need oil development but events proved otherwise. We should now be thankful we have it and should make the most of it.

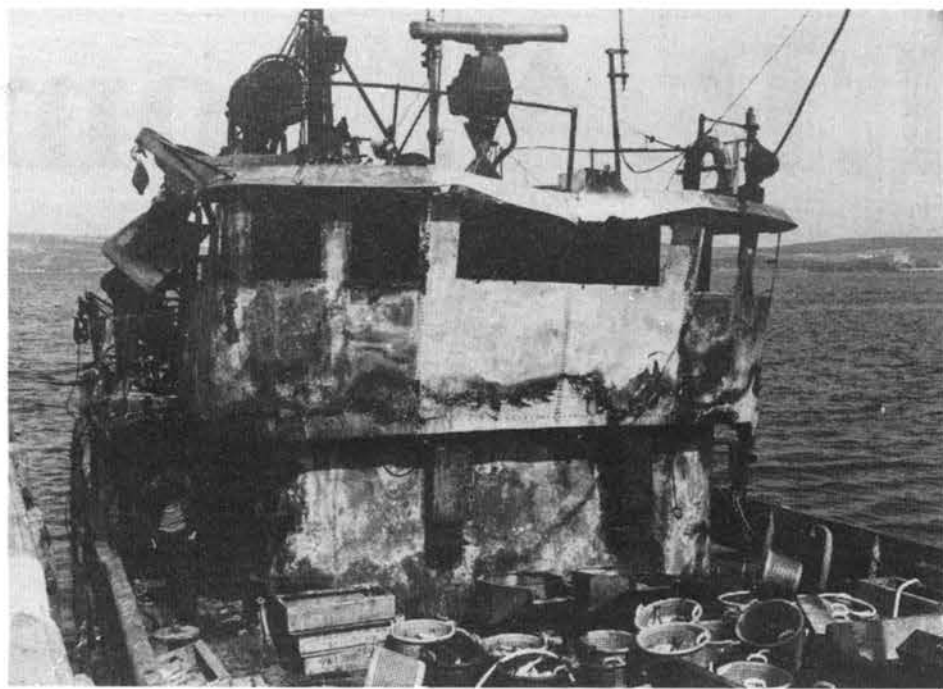
# Fishermen abandon their blazing trawler

Six north east coast fishermen were rescued from their blazing trawler ten miles north east of the Skerries Lighthouse on Sunday morning. The Orkney registered *Responsive* was trawling when a fire broke out below the wheelhouse just after 11 o'clock. The heat quickly became so intense that the skipper could not get back into the wheelhouse to send a Mayday message but fortunately the *Burra seine netter Aspire* was nearby and quickly came to the rescue.

Skipper Russell Smith and his crew took the *Responsive's* men aboard from the liferafts and gave them dry clothes and a hot meal.

The government fishery research ship *Explorer* was just eight miles north and immediately altered course for the casualty.

The *Explorer* came up with the *Responsive* and played fire hoses through the broken wheelhouse windows for an hour before the flames died down. At this stage the fire was confined to the wheelhouse, the messroom and the galley but the trawler's



engine was still running and her trawl was fast on the sea bed.

After the trawl warps were cut away the *Responsive* was towed stern first to the lee of the south end of Fetlar but her steelwork was still very hot and during the

tow the fire broke out again. As Chris Bunyan's picture shows, by the time the vessel reached Lerwick she was virtually burnt out amidships.

The original plan was for the *Responsive* to be towed south by

another Orkney boat but the crew of the *Aspire* could not agree on salvage terms with the *Responsive's* agents and the *Responsive* is not now expected to leave until the matter has been settled in court.

## BP water rate appeal 'has errors'

BP have appealed to the Secretary of State for Scotland, Mr George Younger, against the water rates Shetland Islands Council is charging for Sullom Voe oil terminal. But the council is to strongly oppose the oil company's action and officials believe there are "fundamental errors" in BP's appeal and that the Secretary of State has no power to consider the appeal.

Director of Finance, Mr Chris Ennis told last Thursday's transport and general services committee that members should remember that no water agreement was concluded between the SIC and the industry. There had been negotiations for an agreement to supply water to the terminal and camps, but nothing

was finalised. Even if a formal agreement had been reached, Mr Ennis continued, it would have been "ultra vires", or outside the council's legal powers, because it would have meant BP getting a water supply on more favourable terms than other users.

Although BP disagreed with this, Mr Ennis said, it was hard to understand their argument. The water rates this year had been reduced by 8p in the £ because there was no formal water agreement.

BP had appealed to the Secretary of State on the grounds that the council's policy on water rates for large industrial users was unreasonable, and that the policy of providing a metered water supply only to consumers

with a rateable value of at least £55 millions was also unreasonable.

There were "fundamental errors" in BP's submission to Mr Younger, Mr Ennis said, and the "so-called" notice of appeal to the Secretary of State was "incompetent" and should be ignored by Mr Younger.

If BP were successful, the finance director added, it would

have meant an extra 10p in the £ on the water rates this year and more in future years. The council had a long established policy of industrial users paying a minimum charge equivalent to the domestic water rate and this was quite reasonable.

Having heard Mr Ennis, the committee approved his actions against BP's appeal and reaffirmed the previous policy on water rates.

## Twageos residents to get experimental traffic scheme

Residents of Twageos in Lerwick will be getting a new one-way traffic system if Shetland Islands Council accept a recommendation from last Thursday's meeting of the transport and general services committee.

Members agreed to reverse the one-way system at Lovers Loan/Knab Road/Breiwick Road. But reaching a decision on the traffic flow on south Commercial Street was not so easy.

The local member, Sandy Cluness, said the south end of Commercial Street from the Queens Hotel to the Widows' Homes was not a suitable road at all, but they had to try and get the best solution. The feeling in the community was that the one-way system should be reversed,

although he agreed some people opposed this idea. "I can see both points of view clearly", he told members. The change should be tried for six months over the winter to see if there was any improvement over the existing traffic flow.

Mr Rae Tulloch thought Mr Cluness was "on a hiding to nothing" with so many different views and opinion among residents. If he lived in the area he would want the one-way system left as it is.

The meeting agreed to seek a temporary order reversing the traffic flow on the south end of Commercial Street for six months and then review the position. This recommendation will have to be approved by the full council at the end of this month.

## Reunited at last



A brother and sister from Brae were recently reunited after 32 years apart. Ina Hogg travelled to Victoria in Australia to see her brother Hackie Ratter, who journeyed south from Queensland for the occasion. They stayed at the home of Katie and Archie Johnson. Hackie and Ina were brought up at Foulawick in Brae, where their brother James still lives. Ina now lives in Rosyth, having left Shetland during the war. Hackie left for down under 30 years ago.

## Travel fair

Six Shetland hotels had representatives at this week's Scottish Travel Trade Fair at Aviemore.

The fair, on Wednesday and yesterday, was attended by 400 buyers looking for holiday packages. This was the first time Shetland hotels have been represented at the annual travel fair and tourist officer Maurice Mullan said it reflected the positive promotion the local industry was undertaking in the wake of the Sullom Voe construction phase.

The six hotels were the St Magnus Bay, Busta House, Brae, Westings, Queens and Lerwick.

## Tide Tables

High water times for Lerwick and Scalloway for the coming week. All times are G.M.T.

LERWICK		
Today	8.39	21.12
Saturday	9.21	21.46
Sunday	9.59	22.19
Monday	10.35	22.52
Tuesday	11.10	23.24
Wednesday	11.46	23.58
Thursday	—	12.22

(Copyright reserved)

SCALLOWAY		
Today	6.49	19.22
Saturday	7.31	19.56
Sunday	8.09	20.29
Monday	08.45	21.02
Tuesday	9.20	21.34
Wednesday	9.56	22.08
Thursday	10.32	22.42

(Copyright reserved)

To obtain the approximate time of high water for Sullom Voe, SUBTRACT 1 hour 30 minutes from the Lerwick times, or ADD 20 minutes to the Scalloway times.



# Bomb scare on Brent supply boat

A bomb scare on board an oil rig standby vessel the morning after the explosion at Sullom Voe was a false alarm.

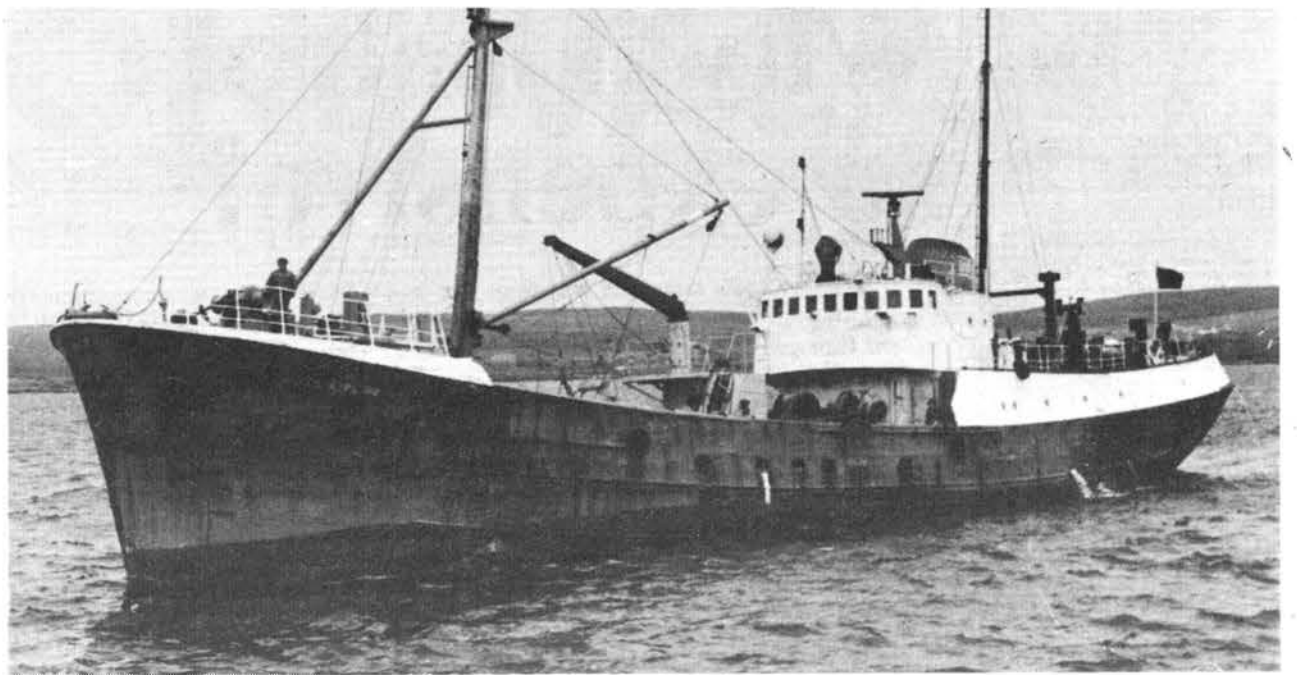
The converted trawler *Ross Kipling*, on standby duty off the Bravo oil platform in the Brent field, headed for Shetland on Sunday after her crew had found a copper wire leading out of a petrol drum on board. A later search revealed another suspicious wire.

Shortly after the boat arrived at the small boat harbour in Lerwick, skipper John Watson, visibly shaken by his experience, said he had received a warning from the Bravo platform that there might be bombs on some of the boats in the area. He said that the crew searched the boat and found a piece of wire with an

eye on the end leading from a drum in the middle of 100 gallons of petrol. As a safety precaution the crew launched two dinghies from the *Ross Kipling* and pulled away from the ship while the skipper had another look.

Mr Watson said he decided to risk the danger of anti-handling devices he had been warned might be fixed to any explosive device, and lowered the suspect drum overboard. Later, the crew found a second wire but this was not connected to anything.

When the ship arrived outside Lerwick harbour, an Army bomb squad went out to meet her on the Lerwick Harbour Trust's pilot boat *Knab*. After a search they found nothing further, but asked the *Ross Kipling* to sail into the harbour for a final clearance. This was given shortly



After being searched by an Army bomb squad, the *Ross Kipling* arrives in Lerwick harbour on Sunday.

Photo:

after the vessel berthed. She later steamed back to the Brent field to complete her tour of duty.

A statement issued by police in Inverness on Sunday afternoon said that "after examination by Army bomb disposal experts it was discovered that the wire was a piece of waste wiring which had lodged itself between drums of petrol". A police spokesman in Lerwick added that, "I can

assure you it was as absolutely innocent as any item you have in your house".

The request to oil related vessels in the North Sea to look out for possible explosive devices came on Saturday after a telex had been received by the BBC and Independent Radio News from the Irish Republican Publicity Bureau in Dublin. The message, which was ambiguously

worded and could be taken as a warning of an explosion at Sullom Voe, said that "we have breached the English Queen's security. Clear the Shetland rig of all civilians. There is an anti-handling device on the bomb. This is no hoax".

A spokesman for the Shell oil company, the operator of the Brent Field, told The Shetland Times on Sunday afternoon that

the company "naturally cannot discuss our security arrangements". He said that Shell received notice from the police on Saturday that "there may have been a possible placement of an explosive device at an unspecified offshore location". The spokesman said that the company took steps to alert any vessels or rigs connected with it in the North Sea.

Gordon Brewer

## No sites for industry

After five years Shetland Islands Council has failed to find a site in Scalloway for an industrial estate and the village's community council is to be asked to redouble its efforts to find suitable space for local firms.

Monday's meeting of the SIC development, leisure and recreation committee heard that despite five years of trying the council had not found a landowner willing to sell a suitable site for an industrial estate.

Research and development director Jack Burgess told the meeting that Scalloway could have had a full industrial estate by now, if the council had been able to buy a suitable site.

"We have tried for five years. It is to my great regret we have failed completely to find a suitable site where the owner is willing to sell", Mr Burgess told members. He added that he was "not too optimistic" about any site being found in the near future.

Mr Burgess said individual local firms in Scalloway had also

looked for sites without success. "Numerous landowners had been tried but the firms failed to get sites."

The lack of sites for firms in Scalloway was raised by the local member Mrs Jimima Walterson. She received the support of committee chairman Mr Sandy Cluness who agreed it was "Essential" to find sites in the village. He said they would be failing in their duty to the community if an industrial site was not provided and that the money would have

to come from the council's oil revenue if no other money was available. Mr Edward Thomason thought the council's credibility would be in question if the matter dragged on much longer, adding that they should "take the finger out".

Scalloway Community Council is already talking to local landowners to try and find a site and the committee agreed to ask them to step up their efforts to find land for an industrial estate.

## Outstanding entry of cattle at Aberdeen Marts sale

There were 70 cattle from Shetland entered at a recent sale at Belmont Mart Aberdeen. This comprised 65 store cattle and five farrow cows.

With this outstanding entry of quality store cattle, all stock realised an excellent demand throughout the sale with the top price of the day per kg being 106.3p from Mr A. G. Flaws, Ringesta, Quendale. This was for a pen of Charolais Cross

bullocks scaling 277 kgs at £249.50.

Top price per kg. for Heifers 99.6p went to Mrs L. R. Bain, Greenmow, Cunningsburgh for a pair of Simmental Crosses scaling 300 kgs. at £299. Top gross price £419 for a Black and White Simmental Cross Bullock scaling 415 kgs. consigned by Mr B. T. Hunter, Clivocast, Unst.

Top gross price for Heifers £343 also went to Mr B. T.

Hunter, Clivocast for a pair of Simmental Crosses scaling 392 kgs.

Other leading prices for bullocks — £359 A. G. Flaws, Ringesta; £307.50 F. S. Peterson, North Braewick, Gort; £294.50 Ringesta; £263 North Braewick.

Other leading prices for heifers — £315 and £303 Ringesta; £299 Greenmow.

Other leading prices per kg. bullocks — 101p Clivocast;

99.7p and 97.8p Ringesta; 99.2 and 97.9p North Braewick. Other leading prices per kg. heifers — 95.2p Clivocast; 91.9p North Braewick.

Farrow cows prices — £387 H. Burgess, Ringesta; £353 R. Nicolson, South Hoswick, Sandwick; £335 J. Henderson, Burnbank, Sandwick; £319 W. Halcrow, Lower Stove, Sandwick.

**SIC roadmen on Yell may have to be made redundant this summer unless two local landowners agree to road schemes over their land.**

Last Thursday's meeting of the council's transport and general services committee agreed that the full council should be asked to start compulsory purchase of the land

needed for the new roads, if last minute attempts by the two members for the island fail to reach agreement with the landowners.

Mr David Johnston, the member for North Yell and Fetlar, said they were facing a serious situation with the two road schemes being delayed by the landowners who had failed to

reach agreement with the council.

New road works on the island would have to stop by the summer, construction director Mr Billy Smith warned, unless they got approval to build on the disputed land. "We would need to run down the whole show in Yell unless we get access to this land."

Committee chairman, Mr Jim Irvine, was also concerned about keeping the Yell squad fully employed. "Let's be clear", he said, "people will be made redundant if these roads can't go ahead."

It was agreed the two Yell councillors, Mr Johnston and Mr Stuart Gray, should approach the landowners to see if some last minute agreement can be reached. If not the full council later this month will be asked to approve compulsory purchase of the land.

## Five hundred Ness folk turn out to say goodbye to our Royal visitors

The royal party left Shetland from Sumburgh on Sunday morning on three separate flights. By the time the Queen — who was last to leave — arrived at the airport, the crowd was nearing 500.

Prince Philip and King Olav of Norway arrived at the airport at

about 9.30 am. They met Mr Jim Williamson, CAA board member for Scotland; Mr Duncan McPherson, general manager for Scottish aerodromes for the CAA; and Mr Bill Semple, manager of Sumburgh airport for the CAA.

They said their farewells at the

King's plane, a Dassault fan jet Falcon. King Olav then left for Orkney where he attended a service in St Magnus Cathedral, Kirkwall.

Prince Philip left for London in his aircraft a few minutes later.

Many people spent the following hour and a half in the terminal buildings before going back outside to wait for the Queen to arrive. There were well over 400 people there to greet her.

One of the local people there was Mr Brian Wilkinson of Ringesta, Quendale driving a 1933 Austin Seven. Mr Wilkinson said the model was known as a Baby Aston. He had bought it about five years ago in Cambridge. The car had been reconditioned and Mr Wilkinson had been up until 2 o'clock on Sunday morning polishing his car for the occasion.

The Queen met Mr William-

son, Mr McPherson and Mr Semple before saying goodbye to the Lord Lieutenant, Mr R. H. W. Bruce, and Mrs Bruce. She shook hands with Mr George Younger, MP, Secretary of State for Scotland, who is also her minister in waiting. She waved to the cheering crowds from the top

of the steps of her aircraft.

The Queen's plane is identical to Prince Philip's and she was also flying to London — two hours behind her husband. They never fly together for security reasons.

Mr Younger later left from the Wilness Terminal.



Left: The Duke of Edinburgh bids farewell to King Olav at Sumburgh airport. Above: The 1933 Austin Seven Mr Brian Wilkinson brought out for the occasion. Right: The Queen waves goodbye to the hundreds of spectators at the airport.

Photos: Malcolm Younger





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# Why is petrol so expensive?

Transport costs only add less than one pence to the cost of a gallon of petrol in Shetland, the islands council transport and general services committee was told last Thursday.

The committee decided to ask the environmental health and control committee to investigate why petrol in the islands was so much more expensive than on the mainland, or on other islands.

At last month's transport committee meeting members asked for a report on whether transport costs were responsible for the high petrol prices and if the Scottish Office freight subsidy could be extended to cover fuel.

Last Thursday transport officer Mr Bob Hepburn reported that petrol prices charged by the local wholesalers, were "strictly controlled and fuel supplied by him to the local retailers is governed by the national price zones imposed by the oil industry."

**PENNY DIFFERENCE**  
The island zone, including Shetland, was the most expensive. However, the difference in price per gallon to the retailer

between central London and Shetland was 0.72736p.

"Therefore only 1p per gallon at most could be attributed directly to transport costs", Mr Hepburn told members, and inclusion in the subsidy scheme would be meaningless. Local prices for 4 star petrol vary between £1.69 and £1.75.

"The large difference in price between local and south garages can be attributed to several factors such as — small load surcharges, cash/credit customer ratio, wage rates, rebates to large outlets in the south, profit margins etc., but these are properly a matter for the environmental health and control committee if the council wishes to pursue the issue."

After a short discussion members agreed to accept Mr Hepburn's recommendation.

**MORE SUBSIDY?**  
There was also a brief discussion on whether the council should ask the Scottish Office to increase the level of subsidy on freight brought into the islands.

Mr Hepburn reported that the Scottish Office had confirmed that an additional one per cent on the import subsidy of 12½ per cent would represent a five per cent decrease in the export subsidy.

It was agreed to leave the existing ratio of subsidy on imports and exports for this year but to consider asking for an extra import subsidy in future years. Mr Hepburn said the existing level of a 45 per cent export subsidy was about the level of road equivalent tariff and was unlikely to increase much in the future. Any increase in the subsidy would be likely to come on imported freight.

# Shetland fishing boats are in danger of going bankrupt

Shetland Islands Council development, leisure and recreation committee is considering setting up a "safety net" to help local fishing boats in financial trouble. But at Monday's committee meeting many members were confused about just what a "safety net" is, or will be, and how much it would cost.

However the convener, Mr A. I. Tulloch, assured fishermen that whatever formal scheme, or safety net, might eventually be agreed, he could not see any local fishing boat in financial difficulty and the council not helping.

At Monday's meeting deputy finance director Mr Malcolm Green said the finance director, Mr Chris Ennis, had not had time to consider the setting up of

a 'safety net' to help fishing boats in trouble with bank repayments on their new boats. Papers relating to the scheme had been in Mr Ennis' office for 10 days, but he had been occupied dealing with BP's appeal against the Sullom Voe terminal's water rates. Mr Green thought it would be August before money was available for the 'safety net' to start.

Several members expressed concern at this delay — others were totally in the dark as to what the 'safety net' scheme was.

**VERY CONCERNED**  
Committee chairman Mr Sandy Cluness said Shetland might lose fishing boats within the next month "unless creditors are persuaded to take a different

view. We are all trying to prevent bankruptcies in Shetland boats. If one boat is lost to Shetland because we have not got a safety net in time we will all be very concerned."

Mr Edward Thomason made a long speech about putting the disturbance payments into a reserve fund so money was available quickly for a safety net, and while Mr Cluness said he agreed with much of Mr Thomason's comments he was concerned about "next month when a boat might be repossessed."

The chairman of the fisheries working group, Mr Henry Stewart, was not happy with the delays caused because of Mr Ennis' other work. "It is silly

# White fish boats get good prices

Over 2,000 six stone boxes of white fish were landed in Lerwick and Scalloway up to Wednesday. All the fish was sold and prices were generally good, with a number of boats switching from sand eels — which were scarcer this week — to white fish.

On Monday three boats in Lerwick landed 100 boxes. Tuesday saw 900 boxes in Lerwick landed from 11 boats while Scalloway had 400 boxes from seven boats. Landings were down on Wednesday. Seven hundred boxes were landed in Lerwick by eight boats while Scalloway had just 10 boxes from one boat.

Prices for the week were: haddock £9.40-£15.80; whiting £8.50-£14.50; cod £10.50-£13.70; monks £22-£24; flats £6-£8; ling £8-£10.

Six hundred tons of sand eels were landed at the Bressay factory with the 16 ton per man quota operating up to Wednesday morning. With a drop in the number of boats fishing for sand eels it was expected that this quota would either be increased or possibly dropped altogether.

The majority of the local purser fleet is still inactive. The Charisma is fishing for sand eels and the Serene for white fish.

The Zephyr is off to Norway for maintenance. It is likely to be about a month before the pursers start looking for North Sea mackerel.

# Youth fined

A young man was fined £40 in Lerwick Sheriff Court on Monday. Stephen Russell (20), porter, 6 Voderview, plead guilty to two charges relating to an incident in the Grand Hotel in February.

For disorderly conduct, breach of the peace and fighting he was fined £15. He was fined a further £25 for assaulting another man and punching him on the face with his fist.

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## BIRTHS

**GUNN** — At North Staffordshire Maternity Hospital, Stoke-on-Trent, on 22nd April, 1981, to Margaret and George, 5 Oak Road, Eccleshall — a daughter, Elaine Margaret.

## MARRIAGES

**MANSON — IRVINE** — At St. Columba's Church, Lerwick, on 27th March, 1981, Philip R. Manson, only son of Mr and Mrs S. Manson, 12 St. Clair Road, Cunningsburgh, to Elizabeth Rothertha Jean Irvine, oldest daughter of Mr and Mrs T. Irvine, Harkland, Westsandwick, Yell.

**THOMSON — WILLIAMS** — At Haroldswick Methodist Chapel, on 24th April, 1981, Andrew J. Thomson, third son of Mrs A. Thomson and the late Mr J. B. Thomson, 4 Beach Road, Haroldswick, to Joan, only daughter of the late Alex and Joan H. Priest, Holsens, Haroldswick, Unst.

## RUBY WEDDING

**JACOBSON — EUNSON** — At St. Columba's Parish Church, Lerwick, on 15th May, 1941, by the Rev J. Aulay Steele, Louis Jacobson to Joan Eunson.

— Present address: Chapel Cottage, Dunrossness.

## DEATHS

**BRUCE** — Suddenly at the GB Hospital on 7th May, 1981, Andrew John (Sonny), only son of the late Mrs Anne Jane Bruce of Batavia, Uyesound, Unst, beloved husband of Violet and loving father of Peter, Anne and Ian, Lovers Lane, Scalloway.

So Sadly Missed

**BRUCE** — At Calvary Hospital, Australia, on 9th May, 1981, Laurence, beloved husband of Hilda and youngest son of the late Robert and Janet Bruce of Isbister, Whalsay, in his 72nd year.

— Inserted by his brother, sister and brother-in-law and family, Isbister and North Park.

**HENRY** — Suddenly at his home, 4/1 Liddesdale Place, Edinburgh, on 29th April, 1981, Wilbert, aged 66 years, beloved husband of Annie, father of Annette and only son of the late Magnus and Francis Henry of Gutcher.

I remember the day I met you,  
And the day God called you mine.  
I remember the day I lost you  
And will till the end of time.  
But among my tears and heartache  
There is something that makes me glad,  
That you chose me to share with you  
Those wonderful years we had.  
— Remembered with love always by his loving wife Annie.

**IRVINE** — At the Gilbert Bain Hospital, Lerwick, on 13th May, 1981, Mary Ann, aged 82 years, beloved wife of Creighton Bryden Irvine, Brymar, Effrith, Bixter.

**Funeral at Selkirk Gospel Hall on Saturday, 16th May, 1981, at 12 noon, afterwards at Twatt New Cemetery.**

**Friends please accept this invitation.**

**MANN** — At the GB Hospital, Lerwick, on 1st May, 1981, Charles, aged 76 years, last of the family of Charles and Elizabeth Mann, of Utterbister, Northave.

— Inserted by his nephews and nieces at Mid Yell, Aywick, Brae, Mintlaw and Keith.

**ROBERTSON** — Suddenly at Hillcrest, Burrae, Yell, on 24th April, 1981, Catherine Bruce Smith, wife of the late Robert L. Robertson, North Punds, Uista.

— Lovingly remembered by her sister, brother-in-law and families in Lerwick.

**ROBERTSON** — Suddenly at Hillcrest, Burrae, Yell, on 24th April, 1981, Catherine Bruce Smith, aged 72 years, wife of the late Robert L. Robertson.

No longer here our lives to share,  
But in our hearts she is always there.  
— Sadly missed by her sister Janet.

— Fondly remembered by her nephews and families at West Yell and Hillhead.

## BIRTHS, MARRIAGES & DEATHS

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**SMITH** — At the New Gilbert Bain Hospital on 3rd May, 1981, James of Cretown, Bressay, aged 81 years, beloved husband of Mary, dear father of Irene, Zenah, Netta and James, father-in-law of Moira and Bill and grandad of Michael, Marvin and Mark.

Dearly loved and  
sadly missed

**TAIT** — At the Brevik Hospital on 5th May, 1981, Bruce, youngest daughter and last of the family of the late Christopher and Barbara Tait of Voehead, East Burrafir, Athsting, aged 90 years.

At Rest

— Inserted by her sister-in-law, nephew and nieces.

**THOMSON** — John Stuart, aged 17 years, as the result of an accident, beloved only son of Jacky and Patsy, 8 Brakefield Road, Sandwick.

Thoughts of happy times together,  
Hold memories that will last forever.

— Lovingly remembered by Mam, Dad, Sandra, Carol and Catherine.

— Sadly missed by Uncle Andy and Auntie Doreen at Scunthorpe; Stephen and family, South Africa.

## IN MEMORIAM

**BLACK** — In loving memory of a dear husband and father, William John, who died at Toab, Virkie, on 8th May, 1965.

As time unfolds another year,  
Memories keep you ever near.

— Always remembered by his widow and family at Toab, Voe and Edinburgh.

**COUTTS** — In loving memory of our mother, Barbara Joan, who died 28th September, 1936, aged 41 years; and our father, Andrew, who died 11th May, 1980, aged 90 years, 10 months.

— Always remembered by their family in Shetland, Invergordon and Glasgow.

**JOHNSON** — In loving memory of Peter, who died on 20th May, 1977.

— Always remembered by his widow Aggie, at Clothister, Sullom and family at Skelladale, Brae.

**LAURENSEN** — In loving memory of our dear brother, James William, who died on 11th May, 1969, at Roadside, Hamnavoe.

To hear your voice, to see you smile,  
To sit and talk with you a while,  
To be together the same old way,  
Would be our dearest wish today.

— Lovingly remembered by his sisters, brothers-in-law and families at Hamnavoe and Lerwick.

**LEYS** — Loving memories of Robert who died on 17th May, 1974, aged 16 years.

— Never forgotten by Mam and his brothers, 2 Gardie Lane, Lerwick.

**MOUAT** — In ever loving memory of my dear husband, William (Willie), who passed away suddenly on 16th May, 1961.

Beautiful memories of one so dear,  
Treasured forever with love sincere.  
— Inserted by his loving wife Jemima, Haroldswick.

**SMITH** — In loving memory of John William who passed away at Houss, Burra Isle, on 17th May, 1973.

Time is swiftly passing by,  
But love and memories never die.

— Ever fondly remembered by his widow and family at Houss, 6a St Magnus Street and Quendale; and also brother and sister-in-law at Lerwick.

**TAIT — HENRY** — In loving memory of our dear dad, Thomas, who died 27th January, 1969; and our dear sister, Minnie, on 13th May, 1969.

Beautiful memories  
silently kept,  
— Fondly remembered by their family at Lerwick and Nottingham.

**ROBERTSON** — In loving memory of Robert James, who died 11th May, 1967, husband of Lizzie Bruce and father of Billy, Frank and Vera.

Like falling leaves the years go by,  
But loving memories never die.  
Time cannot dim the face we loved,  
The voice we heard each day,  
The many things he did for us  
In his kind and loving way.

— Lovingly remembered by his wife and family, 9 Bruce Crescent, 54 North Lochside, 32 Leslie Road and 137 Sandveien, Lerwick.

**SINCLAIR** — In loving memory of our dear father, Andrew Thomas (Tama), who died on 14th May, 1976; also our dear mother, Marjory (May), who died on 30th August, 1970.

The most wonderful parents that ever lived,  
Whatever they had, they were willing to give.

Never complaining, they were not that kind,  
Two loving people so hard to find.  
Our eyes may not always be crying,  
Our faces not always sad.

But there is not a night, or morning,  
That we do not think of our mum and dad.

Treasured forever are memories of you,  
Today, tomorrow and all life through.  
In our hearts you're living yet,  
We loved you too dearly to ever forget.

— Lovingly remembered by their son and daughter-in-law, Edinburgh; also daughters and sons-in-law in Unst, Lerwick and North Ronaldsay.

Dearer to us than words can tell,  
Were the ones we lost, and loved so well.

Their cheery smiles, their happy ways,  
Are golden memories of bygone days.

— Lovingly remembered by their grandchildren, also great grandchildren, at home and away.

## RETURN THANKS

**JACKY, PATSY & FAMILY** wish to express their thanks and appreciation to everyone who helped in any way in their sudden tragic bereavement.

— 8 Brakefield Road, Sandwick.

**THE RELATIVES** of the late Bruce Tait wish to thank the following for the care and kindness to Bruce: the staff of the Brevik Hospital and Dr Shimmins of Bixter. For conducting the funeral service at Aith, they wish to thank the Rev David Monkton and Mr Mark Davey.

**Mr JIM BLACK & FAMILY** wish to thank all relatives and friends for kind expressions of sympathy extended to them in their recent bereavement. They wish to convey special thanks to the family doctors and the district nurses for their care and attention; to the Rev David Monkton and the Rev Edith McMillan and to all who attended the funeral.

— Grutness House, Sumburgh.

**THE COUSINS** of the late Barbara Ann Henry wish to thank the following for their care and attendance: the staff of the GBH, the Brevik Hospital, the wardens and neighbours at both the Kalliness and Walls Sheltered Houses. Thanks are also due to the Rev Hazelhurst for conducting the funeral service, to Mrs Tina Jacobson for playing the organ, to all who sent floral tributes and all who attended the funeral.

**THE WIFE & FAMILY** of the late James Smith wish to thank all relations and friends for the sympathy and kindness shown to them in their recent sad bereavement, for all letters, cards, telephone calls and beautiful floral tributes received. Special thanks to Nurse Anderson, Dr Ewan and staff of Ward 2, GBH. Thanks also to Mr Taylor for his visits and conducting the service, Mrs Sutherland, the organist, and all who attended the funeral.

**THE WIFE & FAMILY** of the late Sonny Bruce wish to thank the doctors and nursing staff of Ward 2, GB Hospital, for their care and attention during his short illness. Thanks also to all friends and relations who have been so kind and helpful at this sad time. Special thanks to Dr Montgomery, Rev H. Smith, the staff of the Royal British Legion Club, for their consideration last Saturday evening and to the Abernethy family of Glenlea, Scalloway, whose help is always so willingly given.

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# Planning meeting turns down new grocer's shop for Brae

A planning application to build a grocer's shop at the Moorfield estate in Brae was deferred for a month by Shetland Islands Council at the May planning meeting last week. Councillors decided to find out how the proposed shop affected the council's plan to invest £1 million of its charitable trust money in a commercial development in Brae.

Mr and Mrs Derek Johnson had applied for outline permission to build the new shop to serve the housing estate.

The small 'corner' shop would not conflict with the proposed shopping centre, planning director Mr Gordon Mann told the meeting, "and could indeed provide a very useful complementary facility." The site was quite acceptable, Mr Mann added, and the shop would serve the estate, rather than the whole area, which is the intention of the SIC trust-backed shopping centre.

The local member for Brae, Mr Fraser Peterson, moved that the application be deferred for a month. He wanted a report from the finance and research and development departments on the proposed shopping centre and the shop Mr and Mrs Johnson want to build.

Capt. Gordon Walterson disagreed with the local member. He said that just because the SIC wanted its trust to build "some huge development" he did not see why the applicants should not be allowed to open a small shop.

By 12 votes to six votes Wednesday's meeting agreed to defer the application for a month.

## FETLAR HOUSE APPROVED

Fetlar councillor Mr David Johnston made a strong plea at the meeting for permission to be given for a new house to be built on the island. But he found that

Mr Mann had recommended approving the application and no opposition from any other member, although Mrs Florence Grains did express some reservations.

Mr Mann reported to the meeting that the application, submitted by Mr J. G. Jamieson for a house at Houbie, Fetlar, was for a site on agricultural land and DAFFS recommended refusal. But, Mr Mann stated, "I consider that there are overriding social considerations why permission should be granted". While it was important to protect agricultural land, as stated in council policy, there was no pressure for housing on Fetlar and granting permission in this case would not create a precedent.

Mr Johnston said the applicant was a Fetlar man who was disabled and now wanted to return to Shetland. The site was not very good land and the council should encourage people to live in the island.

Mrs Grains said that once again the council was agreeing to grant planning permission to an applicant, rather than for the site. She thought it was a waste of DAFFS staff time to get them to make reports which the council then overturned. However, Mr Mann said DAFFS accepted that there would be exceptions to the general council policy and the application was approved without a vote.

Councillors agreed to relax the conditions, they applied earlier this year on an application from Shetland Aggregates Limited — which is wholly owned by the SIC — for extensions to the Virdins Quarry.

Among the conditions imposed by the council at its February planning meeting was a limit of 100,000 tonnes of aggregate being taken from the quarry by public road in any one

year. Another condition was an annual review of quarry operations followed by any changes in planning conditions thought necessary by councillors.

Mr Mann said the company had told him they "cannot accept the pre-conditions" and he had agreed a compromise with company representatives. This compromise, which was eventually accepted by members, stated that the annual review could not question the principle of quarry operations at Virdins. If it was decided that any remedial work was necessary after an annual review an upper limit on the cost of any work would be applied to allow the company to budget properly. This limit would be 5p per tonne of output from the quarry in the previous year. The company also wanted the limit on transporting materials by road increased to 150,000 tonne.

Company chairman and Burra and Trondra member, Mr Willie Cumming, said the conditions went beyond normal conditions, and commercially they could not have accepted the original conditions.

## "SORRY SPECTACLE"

Mr Chris Dowle said that when he proposed carrying out an annual review it was not his intention to suggest questioning the principle of quarrying at Virdins, just to ensure the company were adhering to the planning conditions. He added that the "squalid mess" along the road should be cleared up by Shetland Aggregates and he described the area as "a pretty sorry spectacle".

## UNST MAST

An application from Racal-Decca Survey Limited, to erect a 300 ft. antenna at Neaps, Unst, was deferred for a month at the request of the island's community council.

Permission was granted to Mr William R. Jamieson to site a caravan at Westerhouse, Muness, Unst, and Tulloch of Shetland Limited were given permission to extend their shop at Mid Yell.

The Mossbank Up-Helly-A' committee is to be allowed to build a galley shed at Mossbank and the Sullom Voe Association Ltd. can keep the temporary security gate and office at the oil terminal for another year. Another application from the association, to renew permission for a radio paging transmitter, was also approved, as was the application from Mr Alan Lindsay to erect a dwellinghouse at Grutin, Voe.

Mr Hugh M. S. Bowie was given permission to convert an agricultural store to a dwellinghouse and the application from Mr John and Mrs Helen Lyall, to erect a house at Sandsound, was also approved.

## SHELTERED HOUSING

The council granted itself permission to erect four sheltered houses at Sandness and Mrs Margaret Blance was given permission to site two residential caravans at Garth, South Nesting.

Mr George Williamson is to be allowed to build a dwellinghouse at Tripwell, Brough, Whalsay, and permission was granted for another 300 ft. antenna, this time at Skaw, Whalsay, again for Racal-Decca Survey Limited.

An application to build a dwellinghouse at Hjogaland, Trondra, from Mr Kenneth Nicolson was approved at last week's meeting, as was another application for a house, this time from Mr Thomas Goodlad on a site at Brake, Hamnavoe, Burra Isle.

## GREMISTA PLANS

Norscot are to be allowed to keep their temporary accommodation units at their supply base and Mr Robert Elphinstone can erect an industrial building on the Gremista estate. Another development at Gremista, the extension of the Schlumberger Inland Services Ltd. storage area, was also approved.

The Bank of Scotland can install a cash issuing machine at the Lerwick branch and the Malakoff can site a portacabin at Morrison Dock as a store for fishing equipment.

## BIKE SHOP PROBLEMS

The next application considered by councillors was rejected by 12 votes to four votes. Mr J. L. Smith had applied for permission to change the use of the store/shop at 49 Commercial Street, Lerwick, to a motor cycle showroom/shop.

S. and J. D. Robertson Limited were given permission to alter and extend the house at 9/11 Reform Lane, Lerwick, and Mr Martin Garriock can demolish his porch at 21 Hillhead, Lerwick.

An application from Mr Ian Masson to erect a garage at North Lochside, Lerwick was rejected.

## SOUND HOLD-UP

Two applications were deferred for a month to allow a delegation from the council to visit sites at Sound and Baila. Jamieson, Roberts Associates had wanted to erect four semi-detached bungalows on the Baila housing estate. Mr Mann believes to allow the application would increase the density of housing on the estate to a level where it lowered the amenity of the area. The other application deferred was from Mrs Olivia Dalziel, who wants permission to erect a dwellinghouse at Coronda, Sound. Mr Mann had recommended refusal but a decision will now be made after the site visit by councillors.

## Priest addresses Synod

At the Methodist Spring Synod held in Vidlin last week a small bit of history was made when the Catholic priest in Lerwick, the Rev Fr G. Fitzgibbon, addressed the evening rally and spoke of the question of unity.

many parts of Shetland and agreed to ask the Methodist Conference for authorisation of Mr John Best of Fair Isle to conduct the Sacrament of the Lord's Supper in the island's church.

The Synod, which was chaired by the Rev David Monkton, heard encouraging reports from

Two important resolutions were passed by the Synod. One warned of the dangers from pollution of all kinds and stated

the Synod was "particularly concerned about the indiscriminate disposal of industrial waste, pollution from oil and the potential danger from the storage of nuclear waste". The other resolution deplored "the quickening pace of nuclear armament" and called for "the establishment of world peace as urgent a priority as preparation for war".

## Red Cross presentation



The pupils of Mid Yell Junior High School recently organised a sale and raffle which raised £361 for the local branch of the Red Cross. Part of the money was used to buy toys and equipment for the Bells Brae special school for handicapped children and the two Red Cross representatives (centre), Mrs Norma Cumming and Mrs M. S. Robertson, are pictured with the equipment after handing it over to Mrs Amy Mouat, who runs the handicapped class. Also pictured is Bells Brae head teacher Mr Les Milham (right).

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# News from the Rurals

## BALTASOUND

Haroldswick WRI and the RAF Wives Club were the guests of the Baltasound Institute at the April meeting.

The president welcomed everyone to the meeting and thanked Mrs Carole Wilson, who has been a faithful member and later office-bearer for nine years and is to leave the district soon. She was presented with a small gift of appreciation.

The programme for the evening began with an excellent slide show given by Mr Lawrence Johnston. It was a varied selection, with many pictures taken from the Muckle Flugga lighthouse.

After a buffet supper, Mrs Bertha Inkster recited two poems in the Shetland dialect. This was followed by an advertisement competition. First prize went to Mrs Paulley and second prize to Mrs McPherson.

A general knowledge quiz was won by Mrs C. Wilson, with second prize going to Mrs Susan Smith.

The evening's entertainment ended with a game, the prize going to Mrs S. Smith. Votes of thanks to Mr Johnston were proposed by the vice-president, Mrs Thelma Budge and the RAF Wives Club and the Haroldswick Institute thanked the Baltasound WRI for the evening.

## BRESSAY

The first meeting of Bressay SWRI for three months was held recently. Mrs Clifford welcomed two new members, Mrs Heron and Mrs Gray. The guest for the evening was Mrs Elizabeth Scollay. Mrs Ethel Manson gave a report from the

spring meeting of the federation in Lerwick. After a general discussion about future meetings and functions, orders were taken for next year's calendar and for the SWRI magazine.

The month's competition was for an "Easter Sponge" and was judged by Mrs Elizabeth Scollay. The winner was Mrs Marion Scollay and Miss Irene Manson was second.

Tea was served by the hostesses for the evening, Mrs Sinclair and Mrs Marion Scollay. A 'Guess the Parcel' competition, set by Mrs Sinclair, was won by Mrs Ethel Manson. Mrs Elizabeth Scollay was second. Mrs Clifford gave the votes of thanks before the meeting closed.

## MOSSBANK

Mossbank WRI met recently in Mossbank school. Voe WRI were the guests for the evening and the meeting took the form of a 'Call My Bluff' competition, which Voe won by a good number of points.

The Voe institute were interested in the proposed appeal for a scanning machine for the Gilbert Bain Hospital in Lerwick, which Mossbank hope to get off the ground soon.

Mrs Hamilton mentioned that Mossbank WRI would hold a coffee evening this month, which would incorporate a sponsored knit-in. Some of the guests were very interested and took sponsor forms.

Hostesses for the evening were Mrs Tysley, Mrs Gardner and Mrs Hamilton and the homebakes and coffee were enjoyed by all. Mrs Wilson won the monthly competition, which was for an Easter bonnet.

## NESTING

Mrs B. Sutherland, the president, welcomed an excellent turnout of members to the April meeting of Nesting WRI. She introduced Mr Noblett and Mr Clark from the Royal National Mission to Deep Sea Fishermen. They gave an interesting talk accompanied by a film about the Mission's organisation and work.

The meeting decided to give donations of £20 to the Fishermen's Mission, Cancer Relief and the Blind Association.

After the Girlst members provided tea there was a competition for queen cakes. The winner was Mrs V. Sutherland and second was Mrs B. Sutherland. Mrs Pat Nicolson gave the vote of thanks at the end of the meeting.

## REAWICK

Mrs Tulloch presided over Reawick and District's recent business meeting. A whist drive and bring and buy sale raised £109 for Cancer Relief.

Ladies from Tingwall institute provided the entertainment for the evening and judged the monthly competitions. Mrs G. Johnson was first and Mrs A. I. Tulloch second for an Easter Bonnet. Mrs A. I. Tulloch won a competition for a sultana cake and Mrs Morrison was second.

Mrs Sutherland proposed the votes of thanks.

## SANDWICK

Mrs Beth Johnson opened the annual business meeting of Sandwick WRI last month. The business was dealt with while Miss L. A. Duncan and Miss M. Bain counted the votes for the office-bearers and committee.

The new office-bearers are: President, Mrs Beryl Smith; vice-president, Mrs Beth Johnson; Secretary, Mrs Cynthia Jamieson; treasurer, Mrs Rosabel Adams. The committee consists of Mrs Sue Selman, Miss Alice Johnson, Mrs Annabelle Hepburn, Mrs Gracie Smith, Mrs Rosemary Goudie, Mrs Irene Bray, and Miss Katie Moar.

Mrs Rosabel Adams gave the federation report. Miss Duncan and Miss Bain judged the competition for a floral arrangement in an egg cup. First was Miss Joyce Mackie and second Mrs Gracie Smith. Mrs Alice Johnson won a silver tray for the most competition points during the session and the runner-up was Mrs Cynthia Jamieson.

A beetle drive was held after supper. First was Mrs Gracie Smith and second Miss Helen Mouat. Mrs Beryl Smith proposed the votes of thanks.

## SOUND

Mrs Malcolmson welcomed members to the April meeting. A lot of business matters were discussed after which the hostesses Mrs A. Simpson, Mrs E. Sinclair, Mrs V. Sinclair, Mrs I. Smith and Mrs K. Smith served tea.

The evening's programme was organised by the Sound committee members. Mrs E. Malcolmson showed a lovely film of a recent holiday in Canada. A game of bingo was then organised by Mrs M. Nicholson and Mrs E. Sinclair followed this by giving two recipes for dishes using chicken.

The April competitions were: pizza pie, 1 Mrs M. Brown, 2 Mrs B. Galbraith; decorated hen's egg, 1 Mrs B. Garrick; 2 Mrs M. Nicholson.

Prizes were drawn and Mrs M. Nicholson closed the evening with votes of thanks.

## NESTING

Mrs B. Sutherland, president, opened the May meeting of Nesting WRI which made plans for the new session which starts in September.

The month's competition was for an Easter card. First was Mrs

Pat Read and second Mrs Eva Ganson.

Mrs Sutherland and Mrs Ganson proposed the votes of thanks.

## VIDLIN

Mrs Margaret Robertson, the vice-president, opened the recent annual business meeting of Vidlin WRI. After the business had been dealt with, Mrs Robertson gave a report from the spring meeting of the federation.

Following a welcome cup of tea served by the hostesses, Mrs Joyce Clark and Mrs Helen Johnson, the evening's programme was handed over to four visitors from the Shetland Federation — Mrs Ward, Mrs Garrick, Mrs Tait and Mrs Cumming.

Mrs Tait gave an interesting talk about a holiday in Australia and New Zealand resulting from a pen-friendship. Afterwards, she gave an Australian recipe, which everyone sampled and pronounced delicious.

Mrs Garrick and Mrs Cumming counted the votes for the new committee.

The results were: president, Mrs Helenor Robertson; vice-president, Mrs Margaret Robertson; secretary, Mrs Janette Sutherland, treasurer, Mrs Lorna Hughson. The other committee members are Mrs Margaret Williamson, Mrs Ruby Lindsay, Mrs Joyce Clark and Mrs Babsy Jamieson.

Mrs Garrick read some poems, Mrs Ward gave a recipe for apricot jam from canned apricots and the prizes were given for the month's competition for the prettiest teapot. Mrs Babsy Jamieson won first prize and second prize went to Mrs Lorna Hughson.

The vice-president thanked the federation ladies for their interesting evening. Gifts donated by members and those kindly left by the federation ladies were drawn and prizes were won by Mrs Joyce Clark, Mrs Helenor Robertson, Mrs Margaret Robertson, Mrs Ruby Lindsay, Mrs Babsy Jamieson and Mrs Janette Sutherland. Mrs Margaret Robertson thanked the hostesses before closing the meeting.

## WHALSAY

The April meeting of Whalsay WRI was held in Isbister hall and Mrs Edith Anderson, the president, welcomed everyone who had come along. The meeting heard a report from the spring meeting of the Federation.

This was the business meeting of the Institute and the financial report was given and the state of funds was found to be satisfactory. Three new members were voted on to the committee — Mrs Amy Anderson, Mrs Lorna Arthur and Mrs Alice Pottinger. Mrs Nettie Arthur acted as teller and also judged the competition for a Victoria sponge. Mrs Alice Williamson won the first prize and second prize went to Mrs Alice Pottinger.

The Bagnell award for the most competition entries during the year went to Mrs Cathy Simpson. A draw donated by Mrs Margaret Simpson was won by Mrs Janet Polson and a prize of some make-up was won by Mrs Edith Anderson.

Tea and homebakes were served by the hostesses, Mrs Lorna Arthur, Mrs Moira Dally, Miss Anna Simpson and Mrs Joan Williamson. Constable Cheeseman showed two films on winter driving and road safety. Mrs Cathy Simpson, the vice-president, gave the usual vote of thanks, in particular thanking the three retiring committee members and the three new members for accepting the responsibility. She also thanked all those who had donated prizes and entered the various competitions throughout the year. Thanks also went to Constable Cheeseman for showing the films and to the hostesses for the evening.

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## OUR READERS' VIEWS

### Fishing plan's future

I MUST ADMIT THAT, although a supporter of the Orkney and Shetland fishing plan, I have always been very sceptical whether it could be agreed to by other people in fact it has now ended in stalemate, accepted in modified form (the boxes) by some of the British and thrown out with increasing emphasis by our EEC partners. We can move no further in this direction, as the Europeans see it only as a way to accommodate the British fishing fleet of smaller boats.

But the EEC organisation does give preference to outlying places and if the Orkney and Shetland plan fails, as it certainly will, there is another agreement, thought by many to be more acceptable than the plan and which would be agreed to by all our European partners, with the possible exception of the Scottish inshore fleet.

In accordance with the Treaty of Rome, Shetland and Orkney can be given an exclusive 12 mile limit, inside which Shetland and Orkney can dictate the terms of entry, and beyond which boats of all sizes and of all EEC countries can operate with, hopefully, licensing gradually imposed to stop over-fishing.

I think Shetland and Orkney should clutch this straw. When last in Brussels Messrs Reid, Waterson and myself put the idea to lots of representatives including Englishmen. It was acceptable to all, and it is likely that the nomad Scottish fleet would be split, as the idea is better for their over-80 foot boats and worse for their smaller boats. It would herald the doom

of inshore pair trawling, a doom very acceptable to Orkney especially. It would cater for our pelagic fleet which would have to submit to rigid controls and it would be a boon to small boat operators.

It would at last give security to our processors, without whom any Shetland and Orkney fishing plan is useless. Control must ensure that quick kills on other markets are only operative in time of glut.

To conclude, I think we should never give up our fight for autonomy, as an autonomous Shetland/Orkney linked to Britain could have a 200 mile limit in place of the twelve mile limit already spoken of. Autonomy would surely benefit the mother country, both fish-wise and oil wise, but as it is only at the pipe-dream stage, we have to plan in the European concept.

Henry Stewart

Whalsay.

### No flicks

LAST THURSDAY, 7th MAY, my wife and I went out with two friends and decided to go to the "North Star" Cinema, looking forward to seeing "The Jazz Singer".

On arrival, we were disappointed to find the doors locked, and then we were informed that the film was not to be shown. The reason was not a technical one but one that sickens me. Because there is no competition for cinemas in Lerwick the owner can do as he pleases. There were less than forty people at the door and so the film was definitely not to be shown.

There were only ten people waiting to see the movie, but the

point I am trying to put forward is that the owners advertise as an entertainment for the public. The film was advertised for Thursday 7th May. It did not say the minimum entry of forty people. To put salt in the wounds the boy at the door suggested we try again the next night.

If the owner does not want to

commit himself to putting on a full customer service then he should be made to advertise to this effect, and forced to stop making fools of the public who take him in good faith.

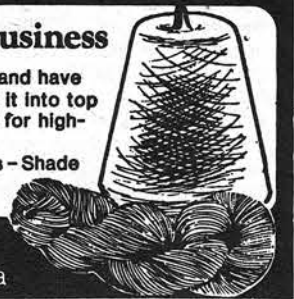
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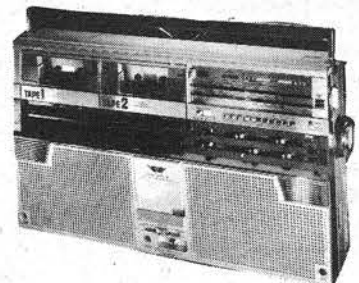


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# SCALLOWAY NOTES . . by J. R. Nicolson

The people of Scalloway were saddened to hear of the death last Thursday of Mr Andrew J Bruce, Lovers Loan. Mr Bruce was a native of Uyeasound who came to live in Scalloway soon after his marriage to a local girl, Violet Coutts (daughter of the late Captain and Mrs Coutts, Bayview). He was a postman in the village from 1956 to 1973 when he was appointed sub-postmaster and he will be remembered for his friendly disposition and for his patience with older people while he held this demanding post. He resigned in February 1980 due to ill health.

Mr Bruce was an active member of the Royal British Legion (Scalloway Branch) and being a very good fiddle player frequently played at functions in the club. The Legion altered their weekend programme as a mark of respect, doing without live music on Friday night and remaining closed on Tuesday afternoon when his funeral took place. He is survived by his wife and a family of two sons and a daughter and to them we extend our deepest sympathy.

## Harbour news

The Norwegian vessel, Utstraum, is now such a familiar sight at Scalloway that her fortnightly visits attract little attention. Her latest visit was on Sunday when she loaded 31 tonnes of frozen fish before sailing for Grimsby. Another visitor on Sunday was the SIC's vessel, Spes Clara, which sailed for Foula with plant and equipment for the island's water scheme. The wind was fresh to strong north easterly and many people were surprised to learn that the Spes Clara had managed to lie alongside the Foula pier to unload.

## Pier committee

Only one nomination was received for the vacant seat on the Blacksness Pier Joint Committee and this means that Mr Walter Scott, Easterhoull, now represents the payers of dues on this committee. Mr Scott is a clerk with TTF (Fish Processing) part of whose business is the shipping agency run under the name of Alex S. Fraser.

## Good companions

The Good Companions held their monthly meeting in the Wesley Hall last Wednesday. The main item was a slide show given by Mrs Jack Moore featuring the Passion Play at Oberammergau which Mrs Moore attended during a visit to that area in August and September last year.

## All year fishing boats

As summer approaches the fishing boats are taking turns to have their annual refit getting necessary repairs and being given a much needed paint-up after a winter of hard work. We accept this as part and parcel of the fishing scene and we forget how even this routine operation has changed over the years.

It is only within the last few decades that fishing vessels have operated throughout the year. At one time most fishermen had two boats — the large Zulu or Fifie used solely for herring fishing in summer and the smaller haddock boat which fishing during the winter. At the end of the herring

season the large boats were hauled ashore and there they stood until the following Spring. Each fishing district had an area where the boats were hauled. In Scalloway it was the East Voe, in Burra it was Easterdale while at Lerwick the docks of Freefield and Garthspool were crammed with vessels both alongside the quays and on every available bit of ground.

Rigging out was an operation that took several weeks as the hulls were scraped and painted and their bottoms were coated with anti-fouling paint. The sails and running gear had to be overhauled and people who can remember those days talk of the enormous quantities of rope of varying thickness that seemed to be everywhere at fitting out time.

By 1920 most of the sailboats had motors installed but still they were used purely as herring boats and remained idle for at least five months every year. A motor boat with a fixed engine was less easy to haul ashore and it was more usual to anchor such a craft in a safe place for the winter. The Burra men had a good choice of anchorages in the sound between the two isles and for boats with heavy anchors and good chains Scalloway's two voes were reasonably safe. When Spring came the bottoms of these boats were always covered with a thick growth of slime and they had to be scrubbed clean before being repainted with anti-fouling. The slipways at Broonies Taing and Lerwick were in great demand during April and May while some crews avoided this extra expense by simply allowing their vessels to "ebb up" on the beach. It was only during the second world war that Scalloway got a hauling slip — the now well-known Prince Olav Slipway.

As late as 1950 this Spring ritual was still being observed

although on a much smaller scale as boats like the Fear Not, Mizpah and Ella II came in from their moorings to begin their summer season. There were no green, red or blue painted hulls in those days. The colours of a herring boat never varied — black for the sides and red for the bottom while between the two ran a white cut-water two or three feet wide at the stem and tapering gradually to a width of only a few inches amidships. The transformation from the lifeless hulks that had swung at their moorings all winter to the bright, throbbing herring boats, soon to be coated with silvery scales gave everyone a sense of excitement and made us realise that summer had come. By 1950 the first of the dual purpose vessels had arrived. They were of course the first vessels to fish on a year round basis and they had first of all to put ashore their seine net gear before being scrubbed down, painted and made ready for the herring.

Today fishing boats are so expensive and so crammed with costly equipment that they cannot afford to spend nearly half the year lying at anchor. There is no longer the clear division between the herring season and the rest of the year, indeed for the past four years there had been no herring season at all as modern methods of fishing practised virtually throughout the year around Shetland by a large fleet of Scandinavian purse seiners and a few local vessels brought the herring to the verge of extinction. We can only hope that the present ban on herring fishing will allow the stocks to recover for without the scents and the sounds of a herring fishing a Shetland summer is not nearly so exciting or so colourful as it used to be.



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Key advantages of the Plan are:

### Investment flexibility

The Plan can be linked to one or more of a wide range of Save & Prosper funds through investing a gross basic contribution of £360 or more a year. The Plan can be arranged to suit your individual needs, depending on whether or not you wish to pursue an active investment policy within the Plan.

Furthermore, you can make transfers between funds at any time to take

advantage of changing economic and financial conditions. You can switch either accumulated units and future contributions or just future contributions to the fund or funds of your choice.

### Flexibility in taking the proceeds

Once the policies in the Plan have run for ten years you can choose to receive the benefits in the form best suited to your circumstances. In particular, you can cash in the whole Plan to produce a lump-sum amount or you can use it to provide an income by regular withdrawals, both being completely free of personal tax.

### Automatic life assurance

Should you die while your Plan is in force, your estate would receive a guaranteed minimum cash sum.

### High level of investment with valuable tax relief

Up to 100% of each gross contribution (depending on your age and funds chosen) is invested in the Save & Prosper funds selected. Tax relief, currently at 15%, is normally allowed on all gross contributions to

the Plan and effectively boosts the value of every contribution you make.

### A tax-efficient way of providing for dependants

The Flexible Ten Plus Ten Plan is an ideal vehicle for making transfers to dependants within the Capital Transfer Tax annual exemption limits.

### YOUR REPRESENTATIVE IN SHETLAND

If you would like to know more about how Save & Prosper can help you with your financial objectives, either through the above-mentioned Plan or any other type of investment, our area representative **James Kinnear** will be pleased to help you.

He will be in Shetland until 20th May and can be contacted on **Lerwick 4475** between 1 p.m. and 2 p.m. and most evenings.

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Come along and choose from a wide  
selection of Brides and Bridesmaids  
gowns, etc.

## Bressay mourns loss of a notable and respected member of community

A large company attended the recent funeral of Mr James Smith of Cruetown, in whom the Bressay community has lost a notable and respected member.

Born in Ulsta, Yell, in 1899, Jamie was the eldest of a family of eight, his parents being the late James Smith and Andrina Anderson. One brother was the late Prophet Smith, a founder member of the Highlands and Islands Development Board. About 1915 the family moved to Gunnista, Bressay, and Jamie worked in T. J. Anderson's Lerwick shop before being called up for service with the Army towards the end of the first world war. Thereafter he went to sea,

eventually settling down in Bressay, where he married Miss Mary Gifford of Grindischool in 1933. During the second world war he served on board a supply vessel to the Fleet at Orkney.

After the war he was with Shetland Lime, a firm later taken over by North Eastern Farmers Ltd. Jamie became widely known to the agricultural community of Shetland, and was a familiar figure on Lerwick's Victoria Pier when sheep were being shipped.

Jamie served for some years as County Councillor for Bressay, and during that time the first council houses, new and improved roads, and other

benefits, came to the island. For a long time he was an assessor for the Crofters Commission, chairman of Bressay District Council and of the hall committee, and he also took care of the hall. Forthright in debate, with a lively sense of humour, Jamie was a man of upright appearance and vigorous character, who was at work on his craft only a fortnight before his death.

A devoted family man and a good neighbour, Jamie is and will be sadly missed. To his widow, son and three daughters, and to the rest of the family, is extended the warm sympathy of their many friends.

S.C.S.



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North Ness, Lerwick  
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## MAJOR MANAGEMENT CONTRACTORS AT EUROPE'S LARGEST OIL TERMINAL

Foster Wheeler Energy Ltd is a major management contractor for the Sullom Voe "super project" in the Shetland Isles — Europe's largest oil terminal handling half of Britain's oil production.

The project was started in 1974. 5,000,000 cubic metres of peat were removed, fifteen feet thick in places, and 100 acres of land were reclaimed to achieve a solid base for the 1,000 acre site. Roads, culverts, drainage, cable trenches and civil works began.

During the course of the work more than 20,000 tonnes of pipework and steelwork have been erected and about 12,000 miles of electrical and instrument cable used. 16 crude storage tanks each have a capacity of 600,000 barrels of crude oil. An estimated 1,400,000 b.p.d. will be handled by the end of 1981: eventual throughput could be up to 3,000,000 b.p.d.

The Power Station has a generating power of 120 mega watts provided by five gas turbines, each having a Foster Wheeler waste heat recovery boiler.

During the management of this project, Foster Wheeler has completed 2,500,000 manhours and a further 5,000 man months of field supervision. The company has been responsible for all electrical substations, Pipeline and Process Control Centre, Offsites Control Centre, permanent administration facilities, laboratory, safety and firefighting service buildings.

Further, Foster Wheeler is responsible for the reception of oil, the piping, mechanical and electrical work on the four loading jetties, electrical distribution, ballast and oil metering facilities, effluent

treatment and all terminal buildings.

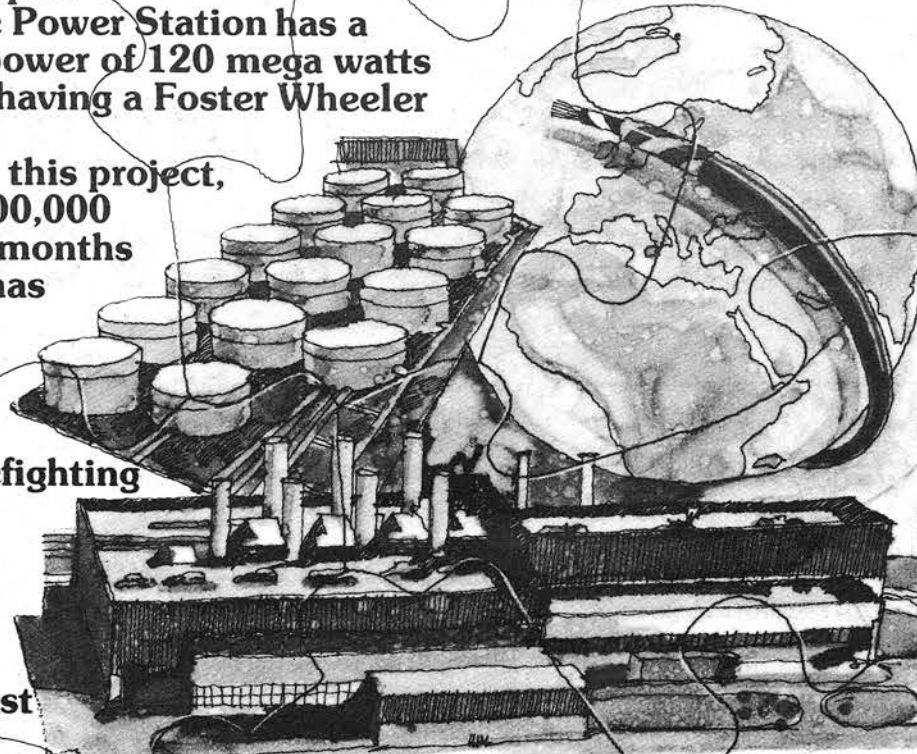
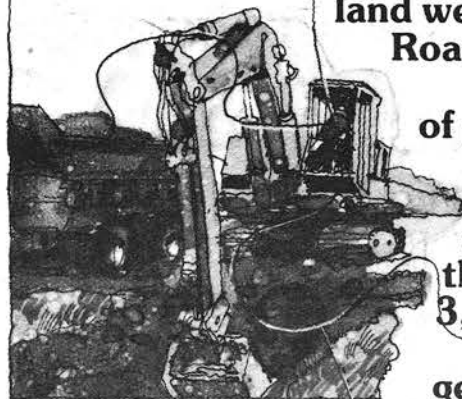
Foster Wheeler's construction site services contract includes such logistics problems as site catering and accommodation for over 5,000 personnel, controlling air charter flights from Glasgow to the Shetlands, conveying labour and supervising personnel, site canteens

and mess rooms, concrete batching plant and black top plants, water distribution, civil test facilities, maintenance of camps housing and various related facilities.

Established in the UK for over 60 years, Foster Wheeler has an enviable record in managing such super projects in energy-related fields.

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# Folk Society's voar social

The voar social of the Shetland Folk Society was held in the Anderson High School recently. Andrew Williamson welcomed a large company of members and friends to the social, which was opened with a selection of fiddle tunes from the traditional band, with Eileen Hunter at the piano. Andrew Hughson's Young

Fiddlers, a group which consisted of Louise Rendall, Gwen Wiseman, Andrea Spence and Louise Duffy, with Margaret Robertson at the piano, gave a selection of Scandinavian fiddle tunes. Louise Rendall and Andrew Hughson gave a fiddle duet. This young group gave a fine performance.

Betty Williamson, with her family group, sang songs in the folk tradition, with an accompaniment of guitar, auto harp and mandolin. Pat and Lorna Jamieson gave a duet with guitar accompaniment and also a solo from Pat with Lorna at the piano.

The audience greatly appreciated two recitations given by Audrey Jamieson. Elizabeth Morewood sang several songs which she had set to music and was accompanied at the piano by

Christine Guy.

A number of weather charts, describing the weather at the time of the 1881 disaster, were projected on a screen and Cecil Mouat gave a commentary. Stories of the 1881 disaster were told by Andrew and Robert Williamson. They gave many details of the tragic event and of the memorial which is to be erected in this, the centenary year.

Julia Davidson, a Sound Primary School pupil, gave a very fine recitation and the Hamfarers, fresh back from their tour, gave a selection of tunes which were enjoyed by all. The social closed with a selection by the traditional band after which Willie Sinclair thanked the artists and all who had contributed to the success of the evening.

## SHOPS TO LET — BRAE —

The Shetland Islands Council propose to make available for let a number of small shops on the Brae Commercial Site. A flat over the shop may also be available to the tenant.

Persons or firms wishing to be considered for a shop unit should write the undersigned to state their requirements or confirm their earlier interest.

J. M. BURGESS,  
Director of Research and Development,  
93 St. Olaf Street,  
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## SHETLAND'S OIL ERA

— Souvenir Edition —

Price £12.00

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Bookshop**

Commercial Street, Lerwick

## Oil companies should pay for road repairs

Last Thursday's meeting of the SIC transport and general services committee was told that its application for extra money over and above its agreed budget had been cut by half.

The committee had asked for £379,000 for essential works, but the chairman's committee — which recommends each spending committee's allocation — had cut this to £193,700.

Construction director Mr Billy Smith said they had identified which roads were in urgent need of resurfacing because the existing surface was broken up. The Toft road was top priority, Mr Smith said, together with several roads in Lerwick. He stressed that this work was over and above the maintenance work allowed for in the council's estimates for the year.

The meeting agreed to accept the chairman's committee allo-

cation and to ask the oil industry to contribute to the cost of repairing the Toft road as their vehicles were said to be responsible for breaking up the road surface.

## Barytes not cement

Mr Reg Griffin of BP's Holmsgarth base has asked us to point out that the substance released from a broken pipe at the base last Wednesday was in fact barytes dust, not cement. Barytes is a substance used to thicken oilwell cement. The barytes was the property of CeBo Ltd, not BP. We apologise for any confusion caused by this error.

## HARRY'S HAIRDRESSING

We are now doing  
SHAMPOOS AND SETS  
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DOOR FURNITURE: By Fleet, Union, Weiser, Clifford and Kenrick.

(TOO MANY ITEMS TO MENTION)

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## BP Oil Limited

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**S. & J. D. Robertson & Co.  
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thank all their customers for  
their co-operation and assistance given in meeting the enormous  
demands of the massive project at  
Sullom Voe



**Britain at its best.**



Some months ago I was intrigued by a TV programme about time-sharing in holiday villas or yachts, both in the UK and abroad. As I'm allergic to anything that floats my sole interest centred on land-based concepts. Spain? Italy? America? England? Scotland? Sun? Familiarity? Quality available? So many possibilities, so many problems.

A couple of weeks later I bought a Sunday paper which I don't normally buy, and even to this day would not admit to my best friends that I did on this one occasion. In it was an advertisement for time-sharing in villas built in the estate of Kilconquhar Castle in the kingdom of Fife, not so very far distant from my own birthplace. It seemed attractive, the area congenial — at least worth a look, without committing myself to anything.

I filled in the answer coupon, received the basic details by

# ONE NEWSMAN'S WEEK

by  
Hugh  
Crooks

return post — and a follow-up phone call some days later to inquire if I was really interested and if a facility visit to the estate could be organised. It was, and as I was going to the mainland just before Easter in a twinkling the visit was on.

## No slag heaps

It turned out to be virtually a dream come true. To many people Fife conjures up visions of slag-heaps and dingy miners' villages. True it has that, but it is also a most delightful county of gentle fishing villages, lapped by the Firth of Forth, a rolling countryside, and for the enthusiast more golf courses per

square mile than most parts of the country can boast.

Kilconquhar Castle once belonged to the Earl of Lindsay, and eventually became a ruin. But in 1974, when the estate was owned by Lord Garnock, a Glasgow chartered surveyor had a vision destined to bring the lush estate to life again. Mr James A. Davidson, deputy chairman of American Real Estate (Scotland) Ltd. and senior partner of Davidson Partners, chartered surveyors, bought the castle with a view to developing along the lines of holiday complexes he had seen in America some years before.

## Partnership

Three years later he entered into partnership with Angus Marts (Property) Ltd., a Forfar-based company, and the estate holiday time-sharing scheme was in being. Despite the company's "American" name all the money invested is Scottish and all the directors have the same nationality.

Since then twelve luxury villas have been built on the estate, and gradually the ruined castle is being brought back to life as a focal point of the area. Already it can boast a magnificent dining room with bar facilities, and another bar with auxiliary room for the use of children. Eventually the estate will have complete leisure facilities, including swimming pool, tennis court (already there), and a host of other features. But it will never, ever, become a holiday camp in the accepted sense. It will remain a secluded, luxurious, peaceful complex for people who want to relax in comfortable surroundings, yet with sporting, feeding, and club drinking facilities a few seconds away from their front-door.

## Time sharing

What is time-sharing? Multi-ownership was first effected at the end of the 19th century, but it took another half century before the idea really took off. Around 1964 two developments sprang up simultaneously in the south of France and in the USA, and now there are 400 multi-ownership developments throughout the world with a membership of more than 200,000 owners. Five years ago there were only two in Scotland, but now the UK has ten with more on the drawing board.

The idea is simple. A company builds luxury accommodation and furnishes it to a very high standard. Instead of individuals buying the villa outright they purchase weekly shares in the property. In Scotland this means that one payment permits ownership in perpetuity, unlike in England, which restricts ownership to a leasehold interest for a limited number of years. All that is payable thereafter by the time-sharing owners is an annual maintenance charge — and their week(s) remain in their family for all time.

## Exchanges

One snag is that the buyer is tied down to the same week annually, but this need not be an annual "must" — by joining the scheme one qualifies for membership of an international exchange system. For example, after paying a fee, owners at Kilconquhar Castle may exchange their weeks to any one of 360 developments throughout the world — in Spain, Portugal, Israel, the Caribbean, Mexico, the USA, Canada, and Australia. The week(s) can be let out, either on a private basis, or through a local agency; and the

occupancy can be re-sold through the club, so that (provided other people are interested) the investment is secure.

What of the villas themselves? Over the years I've stayed in many excellent properties, at home and abroad, but I can only say that the Kilconquhar villas tend to make most other places look unattractive. Just before I stayed overnight at Kilconquhar I had spent several nights in a four-star hotel in London; immediately after a couple of nights in a three-star Scottish hotel of repute. Both very good, but neither could match the Kilconquhar standard.

What about the houses? Each one has three self-contained wings adding up to four spacious double bedrooms, with all the trimmings. Each wing has its own private bathroom suite, and there is a sauna with shower and dressing room. For parents' peace of mind there is a built-in baby call system. The spacious sitting-cum-room has a coloured TV, a log fire centrepiece, tasteful and comfortable furniture, thick carpets. There is a radio system all over the place. Cavity insulation, central heating, double glazing. The lounge, I should add, is cathedral-roofed, and opens out on to a patio which is completely private — overlooked only by contented cows munching in the lush meadow, by many rabbits, and even a family of red squirrels, which I'm told are now very rare in Scotland. A wooden staircase leads up to a gallery lounge, ideal for the kids.

## All mod cons

No-one could resist the open plan kitchen, a masterpiece of modern technology, with every

conceivable requirement. Included is every item one might expect to find in a kitchen. For myself my ambition has always been to own a garlic crusher, and when I arrived it was the first thing I asked about. Sure enough, there it was!

All this is set in delightful surroundings, with landscaped lawns, trees (some floodlight at night), shrubs, flowers, and an enchanting fleur-de-lis garden laid out in the latter part of the 18th century.

The 24 hours I spent there were happy and delightful; the sun shone during all the daylight hours, which was a bonus. But, on reflection, even if the weather is rotten, one can still be miserable in comfort — and it's easy to seek solace in busier surroundings. Edinburgh is one hour away; Dundee 40 minutes; Kirkcaldy 30; the villages of Elie and Anstruther only a good hike away.

My verdict? An excellent prospect for anyone with the cash equivalent of a decent family car to spare who would like to acquire, if only for a few days a year, a luxury property in which to relax, entertain, or enjoy sharing with a large family. The villa sleeps eight in comfort, could stretch to ten without much trouble.

P.S.: In case anyone thinks this is just a "blurb" to support an advertisement they've got it wrong. To test the scheme I took with me my wife, daughter, son-in-law and two grandsons; three generations in age ranging from primary schoolchildren to approaching senior citizen status. After a day and night there the opinion was unanimous. I had no alternative but to put my money where my mouth is and so I am the first Shetland resident to become a founder member of the Kilconquhar Castle Club. I would not be surprised if many others make the same decision.

P.P.S. I hate garlic!

## REGENCY OILS

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## Kilconquhar Castle WE DIDN'T INVENT TIMESHARE WE JUST PERFECTED IT.

On holiday most of us do something we wouldn't dream of doing the rest of the year; we spend large sums of money without any thought of return.

But now there's a way to have one of the best holidays you've ever had and, for not much more than the cost of a family holiday, make an investment that will last more than a lifetime.

Simply buy a Timeshare in one of the elegant holiday homes at Kilconquhar Castle.

The Castle is situated in one of the most exclusive and sought after parts in Scotland. St. Andrews is a mere drive away, and the beaches, fishing harbours and countryside are beautifully uncrowded and unspoilt.

The holiday homes themselves are the last word in luxury; they each have 3 or 4 spacious double bedrooms, with private bathrooms, plus a sauna, a fully equipped

modern kitchen, a beautifully furnished lounge and a sheltered patio. They all have central heating, double glazing and an uninterrupted view.

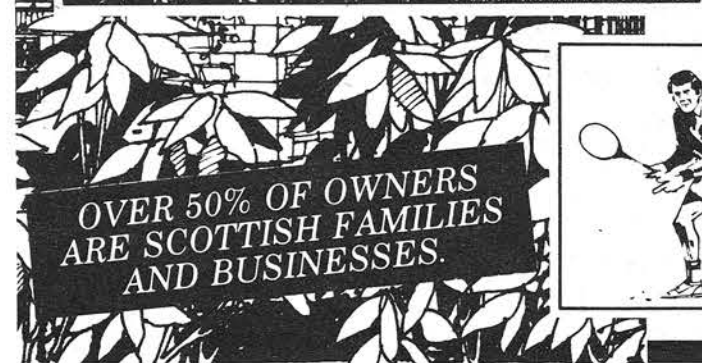
Yet to buy a week in one of them, every year, freehold, forever, can cost as little as £2350 inclusive of VAT.

For this you get a fully furnished holiday home for a fraction of the cost of buying one outright . . . and a fraction of the responsibility too, since, for a small management fee, all the maintenance and cleaning work is done for you.

What's more, by buying at Kilconquhar you can exchange your week(s) with over 450 other resorts throughout the world.

If you'd like to know more, write for our brochure.

Outstanding mortgage facilities available up to 90% only £16 per £1000 borrowed (16% APR)



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Tel. 041-649 2871 (10 lines) OR Kilconquhar Castle, Elie,  
Fife, Scotland. Tel. Colinsburgh 501 or 586 (STD 033334).



# Three month sentence for theft

A man was sent to prison for three months in Lerwick Sheriff Court last Tuesday. Mr Anthony Quinn Malone (33), painter, 137 Higher Dean Street, Radcliffe, Manchester admitted stealing a video recorder and £12 in cash from the Glen Orchy guest house in Knab Road, Lerwick on the previous Saturday.

The video recorder was worth about £600 and Mr Malone claimed he had sold it for £70 to someone on a boat. The recorder was not recovered as the boat had since sailed from Lerwick.

The Sheriff commented on Mr Malone's bad record which included convictions for theft. He admitted the previous convictions.

## MOTURING OFFENCES

In court last Thursday 14 people were fined a total of £315.

The heaviest individual fine was £60 imposed on Mrs Anna Marie Gray (20), Wester Skeld. She admitted four motoring offences committed in July last year. She drove carelessly in Voe and collided with a parked vehicle damaging both cars. For this she was fined £30 and had her licence endorsed. For failing to stop and give her name and address after the accident she was fined £5 and was endorsed again.

Mrs Gray holds a provisional driving licence and had not been accompanied by a qualified driver. This cost her another £5 and a third endorsement. For driving carelessly and colliding with a fence she was fined £20 and endorsed for the fourth time.

Mr Stuart Anderson (19), apprentice painter, 3 Montfield, Lerwick was fined £40 and had his licence endorsed in court last Thursday. He had previously been found guilty of careless driving at a trial and sentence had been deferred until last week.

In November last year he had been riding a motorbike which had collided with a car injuring himself and his passenger. Both the bike and the car were damaged.

## THEFT CHARGE

Fined £50 for theft was Mr Andrew Alistair Craig MacLeod (21) storeman/driver, 5 Ingaville Road, Scalloway. He admitted stealing two fibre glass fishing rods with sea reels attached, an aircraft compass and a spirit compass from a fishing boat anchored at Muckle Roe last July.

## OVER LIMIT

Mr Malcolm John MacKinnon (21), baggage handler, c/o

British Airways Helicopters, Sumburgh Airport was fined £40, banned from driving for one year and had his licence endorsed. He admitted driving in Dunrossness last November with a blood alcohol count of 150.

He was admonished when he pleaded guilty to parking on a restricted area at the Wilsness Terminal in November and a not guilty plea was accepted to a charge of having no speedometer in his car.

On a separate complaint Mr MacKinnon faced nine charges of faults in a car he used last September. Not guilty pleas were accepted to three of the charges: Having the front and rear bumpers broken off leaving sharp protrusions, having faulty brakes and having a hole in his silencer. He admitted the other six charges and was admonished on each count. These were having no horn, having a broken reflector, having faulty indicators, having faulty braking lights, having no excise and no registration licence. Both licences had expired.

Mr Julian Holmes (30), baggage handler, Spiggie Flats, Spiggie, Dunrossness was fined £10 for faults in a car he drove in December. He admitted having faulty lights and a burst exhaust and was fined £5 for each offence.

Mr Francis Tormey (47), handyman, 70 Banff Road, Greenock was fined £30 and had his licence endorsed when he admitted driving a car on King Harald Street, Lerwick last November without insurance. He was fined a further £5 when he pled guilty to a charge of failing to produce his MoT certificate within five days of being asked to do so.

Mr Magnus James Williamson (36), garage proprietor, Brekken, Upper Sound, Lerwick was fined £10 for allowing another man to drive a car for which there was no MoT certificate. He admitted allowing the use of the car on the Lerwick to Sumburgh road in November.

For keeping a car without an excise licence Mr Kenneth John MacLennan (7), operator, 28 Russell Crescent, Lerwick was fined £5, ordered to pay £20 back duty and had his licence endorsed. He admitted keeping the car on the public road in Russell Crescent in December.

## BREACH OF PEACE

Mr Michael Edward Drever (31), motor driver, 99 Nederdale, Lerwick was fined £30 in court when he pleaded guilty to the two charges against him. At his home he had committed a breach of the peace in March and for this he was fined £10. For assaulting a man on the same occasion he was fined £20.

Mr Keith Anthony Chapman (34), fireman, 10 Gossaford, Brae was fined a total of £20 when he admitted charges of assault and breach of the peace. At his neighbour's home in February he assaulted a boy and committed a breach of the peace by shouting and swearing. He was fined £10 on each charge.

## FOUND DRUNK

Two people were fined £5 each when they admitted being found drunk and incapable. Mr David Alexander John Lindsay (44), bricklayer, 65 Gilbertson Road, Lerwick was drunk and incapable on Commercial Street and Mr David John Robertson (24), labourer, 6 Mansefield, Lerwick was found in a telephone kiosk on Nedersund Road. Both were found last month.

Mrs Christina Johnson (42), Kruksi, Upper Sound, Lerwick was fined £5 in court. She admitted parking on a bus stop on the Esplanade in December.

## FOUGHT

Five people who appeared in court on Friday were fined a total of £95 on breach of the peace charges.

Mr John Joseph Douglas (24) was fined a total of £40 on two separate charges. In the first complaints his occupation was given as assistant foreman and his address was c/o Blacksness

Pier, Scalloway. For fighting with two other men at Jubilee 77 last July he was fined £20.

The other two men, Mr Donald Stewart MacKay (22), storeman, 88 North Lochside, Lerwick and Mr Robert Thomas Peterson (19), fishworker, Arlanda Buildings, Gremista, Lerwick — were fined £15 each. All three pleaded guilty to fighting.

## SWORE

On the second complaint Mr

Douglas' occupation was given as a ganger and his address c/o 18 Giblestone Road, Scalloway. This time he was charged with Mr Thomas Fraser (24), joiner, c/o 18 Giblestone Road, Scalloway. They were charged with shouting and swearing and disorderly conduct in November in the public bar of the Fishermen's Arms, Scalloway. They both pleaded guilty and Mr Douglas was fined £20 and Mr Fraser £15.

Mr Brian Reid Coates (26), labourer, of no fixed abode, was fined £10 in court following an incident at Norstane, Lerwick in January. He pleaded not guilty to a charge of committing a breach of the peace by repeatedly knocking on the doors and windows of a house and shouting and swearing. This plea was accepted by the fiscal. A £10 fine was imposed when he admitted maliciously breaking a window at the house.

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# An average month

April was a contrasting month with fairly mild weather during the first three weeks, and a particularly dry spell around mid-month, followed by cold, wintry weather in the latter part. Overall the month was fairly average although rainfall totals were only 70 per cent of normal and no gales were recorded at the Observatory.

A depression near Iceland gave a fairly wet though mild start to the month with southeasterly winds, mist or fog patches affecting most parts on the 2nd with further rain in the evening. The 3rd was a fine day with sunny periods as an anticyclone became established near northern Scotland.

Mainly dry weather persisted, with only a little light drizzle at times, until the 8th when an Atlantic frontal trough resulted in a period of more persistent rain during the day with strong southeasterly winds. The following two days were dull and misty for the most part with some light drizzle, the strong winds moderating on the afternoon of the 10th.

A developing depression west of Ireland spread further rain northward across the islands on the evening of the 11th, followed by strong west to northwest winds on the 12th with sunny periods and a few showers. Another anticyclone became established to the northeast of Shetland and this, together with a high pressure area to the south of Iceland, was to dominate the weather over Shetland for several days, giving dry weather though with some overnight ground frost.

The period from the 13th to the 17th was particularly sunny, contributing 58 hours to the total monthly figure.

But by the 21st the main anticyclone had receded to mid-Atlantic and with low pressure

developing over the Baltic and later north Europe, a spell of cold, wintry northerly winds followed with frequent hail and snow showers and widespread frost. The northerly winds gave way to milder southeasterlies on the 28th as a depression moved southeast across Shetland, this weather persisting through the 29th before strong, gusty northwesterly winds spread snow showers back again on the 30th.

Statistics recorded at Lerwick observatory during April:

Maximum temperature, 10.4°C on 3rd; Minimum temperature, -1.8°C on 22nd; Mean temperature, 5.3°C (average 5.2°C); Rainfall 2.01 inches (average 2.82 inches); Sunshine 136.5 hours (average 137 hours); Mean wind speed 11.9 knots (average 13.3 knots); Maximum hourly wind speed 32 knots on 9th; Maximum gust 46 knots on 30th. Air frost was recorded on five days, the 22nd to 26th inclusive, and ground frost on 14 occasions.

## Lerwick BB's annual display and inspection

The First Lerwick Company of the Boys Brigade held their annual inspection and display in the Anderson High School last Friday. This gave more space for the company and junior section to go on parade together and this year the young anchor boys were in attendance.

Mr Ian Jamieson, president of the Shetland Battalion, was the inspecting officer and chairman was the Rev David Monkton, company chaplain. Lt David Silk formed the parade and Capt

Bruce Sandison reported on the session.

The main awards were as follows: Bibles for three years' company service — L/Cpl Erik Thomson, L/Cpl Colin Bain, Mark Manson, Brian Manson, Mark Sandison: Gair Trophy for five-a-side football — Squad Three (captain Mark Sandison); Best squad — Squad Three (Sgt Peter Eunson, L/Cpl Andrew Kennedy, James Phillips, Mark Sandison, Craig Lobban, Colin Angus, Christopher Moffat, Mark Thackery, Andrew Preacher); Best boy — L/Cpl Erik Thomson; President's award — L/Cpl Keith Moffat, L/Cpl Colin Bain, L/Cpl Erik Thomson.

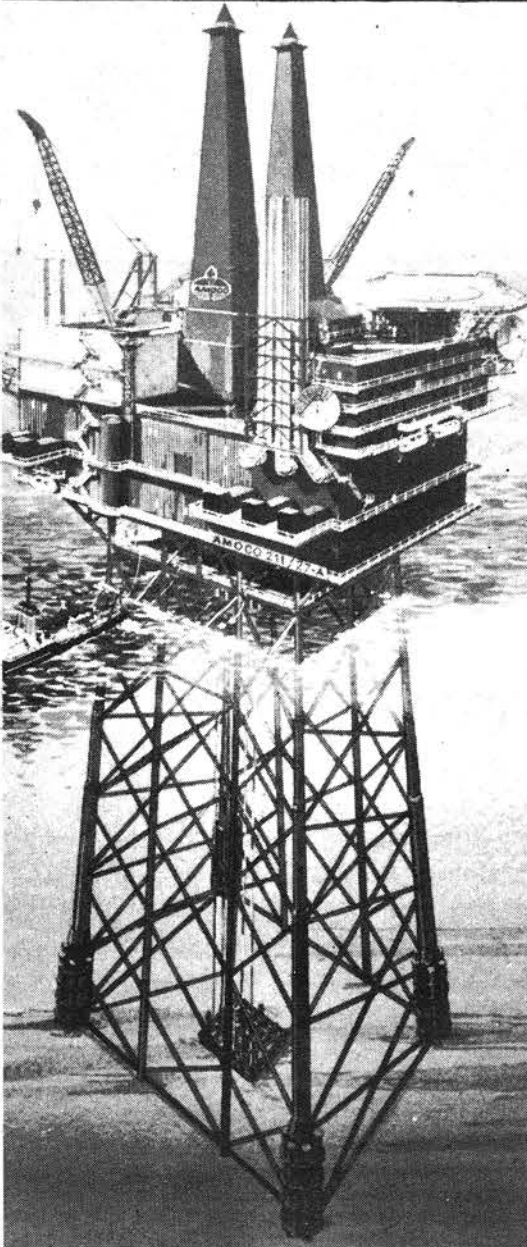
Mrs Wiln, leader in charge of the junior section, presented the gold badges. They were gained by John Nicolson, Jim Anderson, Kevin Ironside, Martin Johnson, Douglas Preacher, David Leith, Bruce Crossan, Stephen Bruce, Andrew Young, and Stephen Hossack.

A presentation was made to Mr Benny Manson who retired at the end of last season. He was captain of the company for 17 years.

## A Sound evening

A coffee evening held in Sound School recently raised almost £300 for the Royal Scottish Society for the Prevention of Cruelty to Children. The exact amount raised was £268.98 and Mr Ray Beattie, honorary treasurer of the local branch, said he would like to thank everyone who had supported the event.

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(Extracts from our files)

**50 YEARS AGO**

Shoals of herring have been located on the grounds west of Flugga and from the quality of the fish caught by liners on these grounds these herring are very advanced for this time of year and give promise of early maturity. All over the grounds to the eastward of Shetland the steam liners are finding herrings very plentiful. On Tuesday the Peterhead steam liner June Rose landed a shot of between 50 and 60 crans which sold at 20/- per cran for kipping.

:: :: :: :: ::

Much interest attaches to the statement that the Department of Agriculture are again to offer prizes for the best crofts in Shetland. This popular scheme was started some time previous to the outbreak of war and helped a great deal to arouse and maintain interest in the all round improvement of stocks.

**25 YEARS AGO**

May this year is bound to go down as one of the stormiest months of May on record — gales have been blowing in the area almost continuously since last Friday and a new high wind speed record was established on Wednesday. At 4.25 am a 75 mph gust was recorded — the highest wind speed ever recorded by the observatory in the month of May since records were started 34 years ago.

:: :: :: :: ::

First experiments on a commercial scale in the electrostatic smoking of herring and white fish are now being conducted at the herring industry board's factory in Lerwick.

**FRASER & IRONSIDE LIMITED**

64 BURGH ROAD, LERWICK, SHETLAND

Telephone 4212

**Stockists and suppliers of:**

Safety Boots ★ Safety Shoes ★ Polycotton B/Suits  
 ★ Cotton Drill B/Suits ★ Fur Lined B/Suits, ★  
 Waterproof B/Suits ★ Riggers Gloves ★ Welding  
 Gloves ★ Marigold Gloves ★ Cold Store Gloves ★  
 Snorkel Parkas ★ Dress Parkas ★ Fur Lined Jackets  
 ★ Lumberjack Jackets ★ Kagouls ★ Two-piece and  
 one-piece Oilskins ★ Work Jeans ★ Work Shirts ★  
 Donkey Jackets ★ Thermal Jackets ★ Thermal  
 Trousers ★ Thermal Underwear ★ Thermal Waist  
 Coats ★ Sealskin Jackets ★ Safety Goggles ★  
 Welding Screens ★ Welding Lenses ★ Breathing  
 Masks ★ Respirators ★ Safety Hats ★ Welding Rods  
 ★ Cutting and Grinding Discs ★ Wire Brushes ★ Gas  
 Lighters ★ Chipping Hammers ★ Electrode Holders ★  
 Adjustable Wrenches ★ Pipe Wrenches ★ Chain  
 Wrenches ★ Stillsons ★ Bolt Cutters ★ Jubilee Clips  
 ★ Swarfega ★ Jizer ★ Paint Brushes ★ Masking  
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 Tape Measures ★ Files ★ Hacksaws ★ Hammers ★  
 Padlocks ★ Batteries ★ Roofing Felt ★ Banding Seals  
 ★ Nylon Slings ★ Sizal Rope ★ Denso Tape ★  
 Sylglas Tape ★ Sylproof ★ *and much more that space  
 does not permit us to detail.*

— COME AND SEE —

Open six days a week and at lunch time

**ATTENTION! ATTENTION! ATTENTION****Record Galley Discount Club****JOIN NOW!****10% DISCOUNT ON LP's AND TAPES**

— To members only —

Just buy 10 LP/tapes — over any length of  
 time — to qualify

Come in and ask for further details

NO MEMBERSHIP FEE

It pays to shop regularly at . . .



**The RECORD GALLEY**  
 155 Commercial Street,  
 Lerwick, Shetland.  
 Tel. Lerwick 2030

Partners: Rick &amp; Dorothy Nickerson

# OFFICE EQUIPMENT?

## FOR QUALITY, PRICE and SERVICE

### BEST BUY BEAM!!

**ELECTRONIC TYPEWRITERS**

Following the manual and electric typewriters, a new generation of typewriter is taking over in the office. The 'ELECTRONIC' typewriter is ideal for day-to-day correspondence and makes typing easier, more pleasant and much more humane.

When you use the Imperial SE 5010 you are exploiting the years of experience which we have gathered from all over the world. See for yourself how the SE 5010 satisfies the highest demands with the latest facets of modern electronic technology.

Consider some of these special features:—

★ THE IMPERIAL SE 5010 is so much quieter which makes it ideal for offices which are to comply to the new standards for better working conditions . . .

★ The keyboard is inclined at an especially favourable angle; this makes for considerably more relaxed and less tiring typing . . .

★ The SE 5010 has a superior correcting memory. It can correct lightning-fast at the touch of a key.

See the other range of special features on the revolutionary new IMPERIAL MODEL SE 5010 ELECTRONIC TYPEWRITER.



# BEAM

ESTABLISHED FOR  
OVER 70 YEARS

# OFFICE EQUIPMENT

FOR ALL YOUR OFFICE  
EQUIPMENT REQUIREMENTS.

9 CLAIRMONT PLACE, LERWICK. Tel. 3046

**Head Office:**  
 487-489 UNION STREET  
 ABERDEEN. Tel. 56161

13 QUEENSGATE, INVERNESS  
 Tel. 33400 or 36219

2 UNION STREET, WICK  
 Tel. 2548

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**BEAM**

Part of the U.K. and Overseas  
 office equipment interests of UAC  
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## Land Regeneration and Reclamation

Supplies of materials for all land improvement schemes are available for immediate delivery or collection.

Application rates per acre are as follows:

250 kgs. (5 bags) Gafsa G28 Phosphate

150 kgs. (3 bags) Compound Fertiliser

3 tonnes Ground Limestone

16 kgs. (1 bag) No. 14 Grass Seed Mixture — A mixture with Cocksfoot specially prepared for exposed Shetland conditions.

For prices and full details of bridging loans which may be available for larger schemes contact:

L. ANDERSON  
North Eastern Farmers Ltd.,  
North Ness,  
Lerwick.

## BULK MAGNESIUM LIMESTONE

As the result of a continuing demand for this lime it has become necessary to import a second 850 tonne cargo to arrive during the third week of May.

This is a Fine Blended Magnesium Lime with a 20% Burnt Lime content, and a T.N.V. of 53% CAO.

It qualifies for the full S.I.C. subsidy.

Customers may arrange their own transport for collection ex. ship, or alternatively we can deliver to any area.

This may be the final cargo for the season therefore orders should be placed immediately to enable us to clear at least half the cargo on the day of arrival.

North Eastern Farmers Ltd.,  
North Ness, Lerwick.

# THE GREATEST MOW ON EARTH

**HONDA HR21**  
21" ROTARY MOWERS  
For safe  
self-propelled  
lawn mowing

The self-propelled HR21 Rotary Mower vacuum-lifts cuttings, leaves and twigs as it mows, leaving a perfect finish.

Powered by the serenely quiet Honda 3½ h.p., 4-stroke petrol engine for long-life and trouble free running. Handles fold flat for easy storing.



**THULECRAFT LTD.**  
COMMERCIAL ROAD, LERWICK  
Telephone 3192

### Honda all terrain cycle

ideal crofter machine.  
Save £150 on new price

### Trials Bikes

Yamaha, Fantic,  
Bultaco, Ossa: now  
available in Shetland

### Enduro/Hill Bikes

Bultaco TT's, 250 cc,  
special offers!

For test drive and details ring

**Sullom Voe**  
**242519**

**D FISHERMEN'S**  
**I ARMS**  
**S Scalloway  
**C ★**  
**O EVERY**  
**EVERY**  
**SUNDAY**  
**NIGHT**  
**★**  
**Admission**  
**FREE****

### VAN HEUSEN

Quality shirts at  
reasonable prices

### GREENWALDS

## MARYFIELD HOUSE

BRESSAY

Telephone 207

### BAR LUNCHES

TUESDAYS to SUNDAYS inclusive

Please book if bringing children or with large groups.

## KILN BAR

SCALLOWAY

### LIVE MUSIC

Saturday, 16th May:  
HOT TODDY

Sunday, 17th May:  
TWA'S COMPANY

Admission FREE :: Come early

## QUALITY CATERING

REMEMBER WHEN FOOD  
HAD FLAVOUR?

Nowadays there is so much 'instant' 'convenience' and pre-packed food around that it is often difficult to remember what 'real' food tastes like.

So you may be interested to learn of our new Buffet Lunch at Jubilee where we bring real food back to you. Try our salmon and smoked haddock mousse and the cheese, ham and asparagus flan, there's a rather special pate made with duck livers, oranges and grand marnier, a spicy home made meat loaf and your favourite traditional cooked meats. Top this with a varied selection of salads, a jacket potato and you have a first class home cooked lunch at a very reasonable price. For those who prefer a hot lunch there is always a pot of home made soup, and two hot main course dishes available to you. No waiting, just come in, pick up a plate and help yourself. Served in the Jubilee Lounge Monday to Saturday inclusive 12 noon to 2 p.m.

BUFFET LUNCH £2.00 inclusive of VAT

HOT LUNCH from £1.60 inclusive of VAT

QUALITY CATERING . . .  
NOBODY DOES IT BETTER

## GRAND HOTEL

★ Now serving **MORNING COFFEE** in DINING ROOM from 10.00 a.m. to 12.00 noon daily, with **HOMEBAKES**.

### ★ DINING ROOM

Open daily for **LUNCHES** from 12.30 p.m. to 2.00 p.m. and **DINNER** from our **NEW, A LA CARTE MENU** from 6.30 p.m. to 8.30 p.m.

Phone Lerwick 2018 for bookings or just drop in anytime. Children will be made welcome.

★ **BAR LUNCHES** served daily from 12.30 p.m. to 1.45 p.m.

★ **BAR SUPPERS** served daily from 5.30 p.m. to 8.30 p.m.

★ **HALL** available for large or small functions.

● **COMMERCIAL BAR** now opening daily from 5.00 p.m. to 11.00 p.m. serving **BAR SUPPERS** from 5.30 p.m. to 8.30 p.m. in quiet, pleasant surroundings.

### RED CROSS

## Special SALE

Friday, 22nd May  
2.30 pm to 4.30 pm

Red Cross Centre

Clearing in Ladies' Wear Lines

—:—:

Also on offer at sale:

4 ft wardrobe; basket chair; number of electric fires; baby's bath and stand; carry cot and transporter; also quantity of candles and soap



SHETLAND CND  
presents a film

## 'The Bomb'

Jonathan  
Dimbleby's chilling  
documentary —

What is Britain's role in the nuclear arms race?

FIND OUT at 7.30 pm on  
Wednesday, 20th May in  
the Garrison Theatre,  
Lerwick.

— Admission : Free —

# TV Weekend Guide

## Saturday

## Sunday

### BBC1

9.10 Rockface  
9.30 Lassie: Trouble Tracks  
9.55 Help! It's the Hair Bear Bunch  
10.20 Charlie Chaplin in 'The Count' (bw)  
10.52 Weather  
10.55 International Golf Grandstand: 12.35 Football Focus; 12.55 International Boxing, Charlie Nash (Champion) v Joey Gibilisco (Challenger); 1.15 AAA Marathon; 1.30, 2.05, 3.05, 4.15 International Golf; 1.50, 2.20, 2.50, 3.20 Racing from Newbury; 2.35 A Salute to Eddie, Eddie Waring's career; 3.35 Rugby League; 4.50 Final Score  
5.05 The Hardy Boys and Nancy Drew Mysteries: 'The Lady on Thursday at Ten'  
5.55 News; Weatherman.  
6.05 Scoreboard  
6.10 You Must Be Joking  
6.40 Saturday Premiere: 'The Jordan Chance' starring Raymond Burr with Ted Shackelford, James Canning, Jeannie Fitzsimmons  
8.10 The Val Doonican Music Show  
8.55 News and Sport; Weather  
9.10 Roots by Alex Haley  
10.40 International SportsScene. Northern Ireland v England; and Wales v Scotland; highlights  
11.25 Saturday Night at the Mill  
12.15 Weatherman; News and weather for Scotland  
12.20 Closedown

### BBC2

7.40 Open University  
2.20 Closedown  
3.15 Saturday Cinema Double Bill: 'Talk of the Town' (bw) starring Cary Grant, Jean Arthur, Ronald Colman  
5.10 "Once More With Feeling" starring Kay Kendall, Yul Brynner  
6.40 Royal Academy Summer Exhibition 1981: Schubert's Octet played by the Endellion String Quartet  
7.30 News and Sport; Weather  
7.45 Cartoon Two: Street Music  
7.55 Around with Aliss  
8.25 The Levin Interviews. Anthony Burgess  
8.55 Film International: 'Angi Vera' starring Veronika Pap (subtitles)  
10.30 News on 2; Weather  
10.40 Arena: 'If the Music Had to Stop . . . Britain's Youth Orchestras  
11.30 International Movie: 'The Brothers Rico' starring Richard Conte, Dianne Foster, Kathryn Grant with James Darren, Larry Gates  
12.00 Closedown  
1.35 Closedown

### Grampian

9.20 The Lost Islands  
9.45 The Adventures of Parsley  
9.50 Sesame Street  
10.50 Here's Boomer  
11.10 240 Robert  
12.00 The New Fred & Barney Show  
12.30 World of Sport: 12.35 On the Ball; 12.55 International Sports Special; 1.15 ITN News; 1.20 The ITV Seven; 2.55 Junior Cup Final, live coverage of the Scottish Junior Cup Final; 3.50 Half Time Soccer Round Up; 4.50 Results Service  
5.05 Dick Turpin's Greatest Adventure  
5.35 ITN News  
Followed by Area Weather Forecast  
5.40 Buck Rogers in the 25th Century  
6.35 Only When I Laugh  
7.05 The 1981 British Championship. Northern Ireland v England  
8.00 Family Fortunes  
8.35 The Cannon and Ball Show  
9.05 ITN News  
Followed by Area Weather Forecast  
9.15 Feature Film "Deathwish" starring Charles Bronson, Hope Lange, and Vincent Gardenia  
11.05 Reflections  
11.10 The Monte Carlo Show  
12.05 Superstar Profile  
12.35 Closedown

### BBC1

9.00 Birdwatching at Minsmere  
9.15 Nai Zindagi Naya Jeevan  
9.45 Managing the Micro  
10.10 The Skill of Lip-Reading  
10.35 Realidades De Espana  
11.00 It Figures. Jimmy Young's guide to everyday maths  
11.25 Can Seo. Gaelic for Beginners  
11.50 Delia Smith's Cookery Course  
12.15 Pilgrimage. Explorations into the Christian Life  
1.00 Landward; followed by Weather for farmers  
1.25 Artists in Print  
1.50 News Headlines  
1.55 Birdwatch at Minsmere  
2.10 Film Matinee: 'If I Had My Way' (bw) starring Bing Crosby, Gloria Jean  
3.30 Birdwatch at Minsmere  
3.35 International Air Fair from Biggin Hill  
4.20 Birdwatch at Minsmere  
4.40 Blue Peter Special Assignment: The River Tweed  
5.20 Birdwatch at Minsmere  
5.30 News; weatherman  
5.40 Pride and Prejudice by Jane Austen  
6.35 Richard Baker appeals on behalf of Television for the Deaf  
6.40 Assembly Bridge of Hymns  
7.15 The Sunday Film: 'The Yearling' starring Gregory Peck, Jane Wyman, Claude Jarman Jr.  
9.20 News; Weather  
9.30 That's Life  
10.15 Assembly Preview: The General Assembly of the Church of Scotland  
10.50 Birdwatch at Minsmere  
11.20 Europe Inside Out. China and Europe  
11.45 News and Weather for Scotland  
11.50 Closedown

### BBC2

7.40 Open University  
1.55 Closedown  
2.30 Sunday Grandstand: 2.35 International Golf; 2.50 International Motor Racing; 3.15 Cricket, the John Player League  
6.45 News Review including subtitles  
7.15 The King's Singers — International  
8.05 News on 2; Weather  
8.10 Growing for Gold. The Chelsea Flower Show  
8.35 Grand Prix: The Belgian Grand Prix  
9.05 International Golf  
9.30 Dayan, Statesman  
10.15 Private Schulz  
11.05 'The Roman Spring of Mrs Stone' Film starring Vivien Leigh, Warren Beatty  
12.55 Closedown

### Grampian

9.05 Co-operate!  
9.30 Manscape  
10.00 Cities  
11.00 Getting On  
11.30 Numbers At Work  
12.00 Weekend World  
1.00 God's Story  
1.15 Sounds of . . . Vision  
1.30 Farming Outlook  
2.00 University Challenge  
2.30 Sunday Matinee: 'Planet Earth' starring John Saxon, Diana Muldaur, Janet Margolin, and Gene Roddenberry  
3.45 Sunday Special  
4.00 Smuggler  
4.30 The Flambers followed by Area Weather Forecast  
5.30 The Muppet Show  
6.00 Credo  
6.30 ITN News  
6.40 Your 100 Best Hymns  
7.15 Shillingbury Tales  
8.15 Hart to Hart  
9.15 Tales of the Unexpected  
9.45 Till Death  
10.15 ITN News  
Followed by Area Weather Forecast  
10.30 The South Bank Show  
11.30 Reflections  
11.35 Kate Loves A Mystery  
12.30 Closedown



# ENTERTAINMENTS

## Sunday Lunch

FOR YOU AND THE FAMILY

at . . .

## The Lerwick Hotel

Enjoy  
FRESH CARVED ROAST from the Carvery  
One child FREE with every two adults  
(Half price for others)

£4.50 inclusive of VAT

Phone NOW for reservations:  
LERWICK 2166

SCALLOWAY FOOTBALL CLUB

## DANCE

in  
Scalloway Public Hall  
Friday, 15th May  
at 10 pm  
Music by GTL

No drink allowed in hall

SCALLOWAY BOATING CLUB

Orkney's  
Top Band

## The Orcades

Saturday, 16th May  
— £1.50 —

FISHERMEN'S MISSION LERWICK

Come along to our  
**FELLOWSHIP SUPPER**  
Saturday, 16th May  
at 7.30 pm  
in the  
Fishermen's Mission  
★  
Singing Items aplenty  
at this informal get-together  
★  
Collection at door

## Disco

in  
Islesburgh  
Community  
Centre

on  
Wednesday,  
20th May  
8 pm to 11 pm  
★

Admission £1

## DISCO

BIXTER HALL  
SATURDAY,  
16th May

Music by GTL

In aid of RNLI



BRITISH LEGION  
Lerwick Branch

## Orcades

Top Orkney Group

SUNDAY  
17th May

Members and  
friends welcome

OLLABERRY PUBLIC HALL

## Box Social & Dance

Friday, 22nd May, 1981  
Commencing 10 pm  
Admission £1.50

Boxes to be sold at midnight

CANCER RESEARCH  
CAMPAIGN

## Cake & Candy/ Jumble Sale

in  
TA HALL  
Saturday, 23rd May  
at 3.00 pm  
Raffles :: Bottle Stall

Hall will be open from 10 am to 12 noon on  
Saturday and from 7-9 pm on Friday, 22nd,  
to receive donations or may be left at 12  
Clickimin Road



SCALLOWAY LEGION  
Ladies Darts

## Dance

Scalloway Public Hall  
Friday, 22nd May  
10 pm to 1 am

to pick a queen to preside  
over GARDEN FETE at  
Gibblestone House on 4th  
July, 1981

Music for dance by  
Country Club Band

## AITH LIFEBOAT GALA DAY

SATURDAY,  
6th June

Details next week

PRELIMINARY  
NOTICE

## TINGWALL FOY EIGHT

An Eight Mile Road  
Race will be held on  
12th July from the  
Tingwall Foy



WEEK COMMENCING FRIDAY, 15th MAY, 1981

FRIDAY & SATURDAY

Doors open 6.15

PRIVATE BENJAMIN (AA)

Showing at 7.04

GO TO BLAZES (U)

Showing at 6.30

(NO SATURDAY MATINEE)

ALL WEEK FROM SUNDAY

Doors open 6.15

THE MIRROR CRACKED (A)

Showing at 7.05

Plus a short film

Showing at 6.30

ALL PROCEEDS TO R.N.L.I.

## OPEN DAY

LIFEBOAT OPEN TO VISITORS 10 a.m. to 4 p.m.

SATURDAY, 16th MAY, 1981

Coffee, Tea, Ploughman's Lunch, Candy Floss, Cake and  
Candy, Souvenirs, Raffles in Red Cross Centre and Lifeboat  
Shed.

**SPECIAL ATTRACTION:** Treasure Hunt for Primary  
Children. Forms from Red Cross Centre from 10 a.m.  
onwards to be returned by 3 p.m. — 20p each.

**EXTRA SPECIAL ATTRACTION:** Come and hear Peter's  
sponsored non-stop organ music from 10 a.m. to 5 p.m.

**A BRISTOW HELICOPTER** will land at Victoria Pier at 2.30  
and will be on show until 4 p.m.

## BUSTA HOUSE

— BRAE —

In response to many requests we are NOW  
OPEN for . . .

Morning Coffee . . . 10.30-12.00

Ploughman's  
Platter Lunch . . . 12.30-1.30

(Except Tuesday and Thursday)

Afternoon Tea . . . 3 pm-4 pm

Dinner . . . 7.30 pm-9.30 pm

(To avoid disappointment it is advisable to book in advance)

Hotel and Restaurant licensed

Telephone BRAE 209

## HAYFIELD HOUSE HOTEL

### LOUNGE BAR

Week-end entertainment . . .

FRIDAY, 15th MAY *Music*  
CABARET SUPPER — Bar closes 1 a.m.  
Ladies half price

SATURDAY, 16th MAY *Music*  
CABARET SUPPER — Bar closes 12 p.m.  
Entertainment ending at 1 a.m.

### STAGS HEAD FUNCTION SUITE

FRIDAY, 15th MAY  
(Bar closes 1 a.m.)

SATURDAY, 16th MAY  
(Bar closes 12 p.m.)

★ D I S C O ★  
till 1 a.m.

Also D-I-S-C-O WEDNESDAY, 20th MAY — 1 a.m.  
(Admission on entry)

"Ye Olde Medieval Banquet" — THURSDAY, 21st MAY

Tickets still on sale or confirm a reservation

Only £12.00 per person with wine included

"Seafood Special Menu" — THURSDAY, 28th MAY

Fancy something entirely different?

Put yourselves in our hands. We can guarantee you it will be worth it.

For details phone 3264 or 4532



## CHURCH NOTICES

### THE METHODIST CHURCH

Lerwick, North Roe and North Isles Circuit

Sunday Services  
17th May, 1981  
Lerwick, 11.00 am — Rev David Monkton  
Lerwick, 6.15 pm — United Service in St. Ringers  
Sandwick, 11.00 am — Mr John Coles  
Ireland, 4.45 pm — Rev David Cooper  
Dunrossness, 6.30 pm — Rev David Cooper  
Fair Isle, 11.00 am — Rev Edith McMillan  
Whiteness, 11.30 am — Fellowship Service  
Whiteness, 3.00 pm — At Weisdale  
Girista, 11.30 am — Sister Eileen Mason  
North Roe, 6.15 pm — Sister Eileen Mason  
Scalloway, 10.45 am — Rev David Cooper at C of S  
Scalloway, 6.15 pm — Mr J. Hunter  
Burra Isle, 6.00 pm — Dr Bruce Cleminson  
Nestling, 3.00 pm — Fellowship Service  
East Yell, 12.30 pm — Haroldswick Mission Band  
Haroldswick, 6.00 pm — Dr Tony Liston  
Mossbank, 11.00 am — Mrs Jessie Stewart

### LERWICK BAPTIST CHURCH

Sunday, 17th May, 1981  
Rev K. C. Denman  
11.00 am — Morning Service  
6.15 pm — Evening Service  
Wednesday, 20th May  
Shetland Baptist Association Annual Rally  
(See separate advert)  
Everybody Welcome

### GARTHSPOOL EVANGELICAL CHURCH

Lerwick  
Sunday, 17th May, 1981  
11.00 am — Morning Service  
12.30 pm — Sunday School  
7.10 pm — Prayer Meeting  
7.45 pm — Community Singing  
8.00 pm — Lerwick Christian Endeavour  
All Heartily Welcome

### EBENEZER HALL, LERWICK

Friday, 15th May  
7.30 pm — Mr GRAEME STOREY  
Sunday, 17th May  
11.00 am — Lord's Supper  
12.30 pm — Sunday School  
6.15 pm — Gospel Meeting  
Mr GEORGE IRVINE  
All Welcome

### FISHERMEN'S MISSION, LERWICK

**FISHERMEN'S YEAR 1981**  
CENTENARY OF THE FISHERMEN'S MISSION  
Prayer, Hymn, Reading  
11 o'clock daily  
SUNDAY NIGHT-CAP  
at 8.00 pm  
Special Singing Items  
Saturday, 16th May  
FELLOWSHIP SUPPER  
ALL FRIENDS WELCOME

### THE WORD OF GOD

JESUS CHRIST the same yesterday and today, and for ever.  
— Hebrews 13, v 8.  
From the HOLY BIBLE  
the only Divinely Inspired Writings.

### EMMANUEL PENTECOSTAL CHURCH

Commercial Road, Lerwick  
Sunday, 10th May, 1981  
11.00 am — Worship  
2.15 pm — Sunday School  
6.15 pm — Gospel Service  
Tuesday, 12th May  
7.30 pm — Prayer and Bible Study  
All Are Welcome

### St. RINGAN'S UNITED FREE CHURCH

11.15 am — Rev J. Billows  
6.15 pm — United Service  
Rev F. P. Rossetter

### S: MAGNUS EPISCOPAL CHURCH

Greenfield, Lerwick 3862  
In full communion with the Church of England  
10.45 — Sung Eucharist  
6.15 — Evensong

### EMMANUEL PENTECOSTAL CHURCH

Commercial Road, Lerwick  
Sunday, 17th May, 1981  
11.00 am — Worship  
2.15 pm — Sunday School  
6.15 pm — Gospel Service  
Tuesday, 19th May  
7.30 pm — Prayer and Bible Study  
All Are Welcome

### APOSTOLIC CHURCH

MID YELL  
Sunday, 17th May, 1981  
10.00 am — Communion Service  
3.00 pm — Baptismal Service  
6.00 pm — Gospel Service  
Tea will be served between the afternoon services  
ALL WELCOME



### DELTING, NESTING & LUNNASTING

Brae — 11.00 am  
Muckle Roe — 3.00 pm  
Vidlin — 6.00 pm

### TINGWALL & BURRA

Scalloway, 10.45 am — Rev D. Cooper  
Scalloway, 6.15 pm — Mr J. Hunter  
Tingwall, 12 noon — Mr R. Bristow  
Whiteness, 11.30 am — Methodist Weisdale, 3.00 pm — Mr D. Shepherd  
Meal, 10.45 am — Family Service

### LERWICK & BRESSAY PARISH CHURCH

Lerwick, 11.00 am — Rev Magnus Cheyne  
Lerwick, 6.15 pm — United Service in St. Ringer's Church  
Bressay, 3.00 pm — Communion Service, Rev Magnus Cheyne  
Gulberwick, 3.00 pm — Flower Service and Sunday School Prizegiving, Mr K. Taylor

### SANDWICK, CUNNINGSBURGH & QUARFF

Sandwick, 10.45 am — Miss A. Adamson  
Cunningsburgh, 7.00 pm — Miss A. Adamson  
Quarff, 5.30 pm — Mr R. E. Bristow

Tuesday, 19th May  
New communicants class at Sandwick Manse at 7.30 pm

### DUNROSSNESS & St. NINIAN'S

Dunrossness, 11.00 am — Mr I. Jamieson  
Bigton, 3.15 pm — Mr I. Jamieson

Tuesday, 19th May  
New communicants class at Sandwick Manse at 7.30 pm

### PARISH OF NORTHMAVINE

Hillswick, 12 noon — Mrs M. MacDonald  
Sullom, 3.00 pm — Mr P. Campbell  
Olaberry, 6.30 pm — Mr P. Campbell

### SANDSTING, AITHSTING, WALLS & SANDNESS

Walls — 12 noon  
Sandness — 6.00 pm  
Aith, 6.00 pm — Irvine Sisters

### SHETLAND CONGREGATIONAL CHURCHES

Lerwick, 11.15 am — Rev R. Patton  
Lerwick, 6.15 pm — United Service in St. Ringers  
Reavick, 3.00 pm — Rev R. Patton

### SAND BAPTIST CHURCH

Sunday, 17th May, 1981  
Evening Service at 6.00 pm  
Mr John Coles  
ALL WELCOME

### BRAE GOSPEL HALL

Sunday, 17th May  
10.30 am — Sunday School  
6.00 pm — Gospel Meeting in the Old Brae School

Thursday, 21st May  
7.00 pm — Special Gospel Tea Meeting to mark the Opening of the New Hall  
Everyone Heartily Invited

### SHETLAND BAPTIST ASSOCIATION

## SPRING CONFERENCE & RALLY

Dunrossness Baptist Church  
Wednesday, 20th May  
Conference Session: 4.30 pm  
Rally: 7.30 pm  
Musical Programme at Rally

Guest Singers:  
Lerwick Baptist Women's Auxiliary Group  
Address:  
Rev K. C. Denman  
President Elect

Tea to Follow

EVERYONE WELCOME

### CONTRACTS

90p per line (minimum £3.60)  
All advertisements must be prepaid

### SHETLAND ISLANDS COUNCIL

### INDUSTRIAL BUILDING AT BALTASOUND, UNST

Contractors interested in selective competitive tendering for the above steel framed and sheeted building to be erected on the industrial estate at Baltasound should apply in writing to the undersigned by 26th May, 1981.  
G. R. M. KENNEDY & PARTNERS,  
Architects, Engineers & Planning Consultants,  
Esplanade, Lerwick, ZE1 0LL.

## PUBLIC NOTICES

90p per line (minimum £3.60)  
All advertisements must be prepaid

### SHETLAND ISLANDS COUNCIL

#### ABSTRACT OF ACCOUNTS

Notice is hereby given that, in accordance with the provisions of the Local Government (Scotland) Act 1973, and the Local Authority Accounts (Scotland) Regulations 1975, Abstract of Accounts of Shetland Island Council for the year ended 31st March, 1979, duly made up will be deposited in the following locations:

1. The Board Room, Shetland Islands Council, Education Department, 1 Harbour Street, Lerwick.
2. Mid Yell Junior High School, Mid Yell, Yell.
3. Baltasound Junior High School, Baltasound, Unst.
4. Symbister Junior High School, Symbister, Whalsay.

The Abstracts of Accounts will be open to public inspection between the hours of 9.30 am to 1.00 pm and 2.00 pm to 4.00 pm on 25th, 26th, 27th, 28th, 29th May, 1981, and 1st, 2nd June, 1981, any interested persons shall be at liberty to take copies or extracts from the same without payment of fee.

In addition, a copy of the aforementioned Abstract will also be available for public inspection in:

1. The Lerwick Library, Lower Hillhead, Lerwick, and
2. The Mobile Libraries, on the dates specified above but during their normal opening hours.

Any interested person may make objection to such accounts or to any part thereof by sending the objection in writing, together with a statement of the grounds thereof, to the Auditor Messrs Williamson & Dunn, Chartered Accountants, 3 West Craibstone Street, Bon Accord Square, Aberdeen, AB9 1YW, and a copy thereof to the Islands Council and to any officer of the Council who may be concerned, not later than 8th June, 1981.

Where any such person lodges an objection as aforementioned, the Auditor shall, if so requested by that person or by the Islands Council or by any officer of the Council who may be concerned, afford to that person or to that Council or officer, an opportunity of appearing before and being heard by the Auditor with respect to that objection and such person or officer may so appear and be heard personally or by a representative.

E. A. URQUHART,  
Chief Executive,

Town Hall,  
Lerwick,  
Shetland Islands Council.  
7th May, 1981.

### SHETLAND ISLANDS COUNCIL

#### TOWN & COUNTRY PLANNING (Scotland) ACTS

#### RECENT PLANNING APPLICATIONS

The following are among planning applications which have recently been submitted. They can be inspected at the Department of Planning, Victoria Buildings, The Esplanade, Lerwick, during office hours.

Any representations should be made in writing to the Director of Planning, Victoria Buildings, The Esplanade, Lerwick, by 29th May, 1981.

Suffix /C indicates Development in a Conservation Area  
Suffix /LB indicates an Application for Listed Building Consent

- 229/81 SIC: to form burial ground, Westsandwick, Yell. (in outline)  
234/81 SIC: to erect nine replacement garages, North Lochside, Lerwick  
242/81 Mr B. Curtis: to erect a dwelling house, Hillview, Weisdale (in outline)  
243/81 Mr A. R. Gibson: to erect a dwelling house, Hillview, Weisdale (in outline)  
246/81 Mrs E. K. Smith: to change the use of shop to baked potato take-away, Market Cross, Lerwick  
220/81 SIC: to form new burial ground, Mid Brae  
222/81 N. J. Smith: to erect a dwelling house, Burravoe, Brae (in outline)  
230/81 Mr A. A. Morgan: to extend public house by addition of kitchen and garage, The Booth, Hillswick  
235/81 Miss E. Marshall: to erect a garage and conservatory, Charlotte Street, Lerwick  
226/81 Mr D. Porteous: to erect a dwelling house, Reform Lane, Lerwick  
216/81/C Halifax Building Society: to erect an illuminated sign, 6 Mounthooly Street, Lerwick  
217/81/LB Mrs J. Ronald: to extend dwelling house, Gardie Cottage, Bressay  
232/81 Mr G. W. Leask: to erect a permanent chalet, Houll Road, Scalloway.

### GULBERWICK, QUARFF & CUNNINGSBURGH COMMUNITY COUNCIL

A limited amount of material will be available this year for the repair of unadopted roads. Will residents in the Council's area who require material please lodge written applications with the clerk to the Council, Meal, Cunningsburgh, by 27th May. Please state length of road and indicate whether scalings or dust is required.

#### CHEMISTS' ROTA SERVICE

A. L. LAING  
Commercial Street

Sunday, 17th May:  
12 noon to 1.00 pm

Wednesday, 20th May:  
7.00 pm to 8.00 pm

#### AITHSTING & SANDSTING COMMUNITY COUNCIL

This Council is again in a position to supply mortar for the repair of unadopted roads. Applications, in writing, stating the length of road to be repaired should be made to the Clerk, Mrs L. Fraser, Hebrista, West Burravoe, Bridge of Walls, before 6th June.

#### SCHEDULE 5 PART 1

#### TOWN & COUNTRY PLANNING (Scotland) ACT 1972

##### Notice under Section 23(2)

#### Proposed Development at Lee of Bacca, Westsandwick

Notice is hereby given that application is being made to the Shetland Islands Council by the Director of Design and Technical Services for planning permission in respect of a new burial ground with vehicular parking and access road.

A copy of the application and of the plans and other documents submitted with it may be inspected at all reasonable hours at the Planning Department, Victoria Buildings, The Esplanade, Lerwick, during the period of 21 days beginning with the date of publication of this notice.

Any person who wishes to make representations to the above mentioned Council about the application should make them in writing within that period to the Council to Director of Administration, County Buildings, Lerwick.

Signed: BRYAN DAVISON,

On behalf of Shetland Islands Council.  
8th December, 1981.

#### CLOSE ENCOUNTERS GROUP

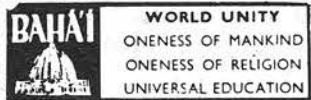
Personal introductions/dances, parties, talks, social events. Meet interesting, attractive people. Shetland area. Tel. 0224 876158 (24 hours).

#### SOUTH MAINLAND COMMUNITY ASSOCIATION

The AGM of the Community Association will take place in Boddam Hall on Thursday, 21st May, 1981, at 8.00 pm.

#### 1st SUMBURGH SCOUT GROUP D R A W

Number — 63  
Winner — M. Ruddiforth  
Amount — £5



#### THE EXISTENCE OF GOD

'Every created thing in the whole universe is but a door leading into His Knowledge, a sign of His sovereignty, a revelation of His names, a symbol of His majesty, a token of His power, a means of admittance into His straight Path'.

— Baha'u'llah.

Inserted by the Local Spiritual Assembly of the Baha'is of Shetland.  
Enquiries:  
Schoolhouse, Trondra. Tel. 365.

#### LAYBARGE SEMAC ONE

Please be advised that the Barge "Semac One" operated by Brown and Root Construction (UK) Ltd., has departed from the Statford Platform in the Norwegian Sector of the North Sea, and is now under tow to the Brae Field in the British Sector, where the vessel will start to lay a 30" pipe from the Brae Field to the Forties Field.

The Barge will start laying pipe at a point located at:

58° 41' 35" N  
01° 17' 37" E

from where it will work its way to the Forties Field.

The Barge "Semac One" is expected to arrive at this location at approximately 12.00 hours on the 9th of May, 1981.

The appropriate lights and signals will be displayed by the Semac One, and its attending vessels. All vessels are requested to navigate well clear of this Marine Operation.

#### TINGWALL HALL

The Annual General Meeting of the above will be held in the Tingwall Hall on Tuesday, 26th May, 1981, at 7.30 pm.

A good attendance is requested.  
NEIL ANDERSON,  
Acting Secretary.

#### GRAVESTONE SCULPTOR

Resident letter-cutter now starting outside work. Additional inscriptions, cleaning headstones, etc. Telephone Lerwick 4711.

#### NOTICE OF PREPARATION OF LOCAL PLAN

#### Town & Country Planning (Scotland) Act, 1972

#### LERWICK LOCAL PLAN

Shetland Islands Council has prepared the above-named draft Local Plan.

Copies of the draft Local Plan and the Report of Survey have been published.

The documents are available for inspection, free of charge, at the Planning Department, Victoria Buildings, and at the Library.

Objections to the Plan should be sent in writing to the Director of Planning at Victoria Buildings, The Esplanade, Lerwick, ZE1 0LL, before 30th June, 1981. Objections should state the matters to which they relate and the grounds on which they are made.

An exhibition of the Lerwick Local Plan will be held for two weeks from 25th May, 1981, to 5th June, 1981 (inclusive) at 68 Commercial Street.  
DIRECTOR OF PLANNING,  
Shetland Islands Council.

#### FREE

#### THE SACRED CALENDAR

#### GOD OF ISRAEL 777

This unique booklet reveals the importance of GOD'S TIMETABLE in our lives.

Send for a FREE copy to

THE STEWARTON BIBLE SCHOOL, STEWARTON, KILMARNOCK, SCOTLAND.

## PERSONAL

60p per line (minimum £2.40)  
All advertisements must be prepaid

Jimmy and Christine Abernethy wish to thank all the people who did the catering, decorating the hall and who helped in anyway to make their wedding such a success. Thanks also to those who attended and for all lovely gifts, cards and telegrams. Thanks also to the Rev Patton who conducted the service.

Joan and Drewie Thomson wish to thank everyone who made their wedding such a success. Also for all gifts gratefully received. Thanks also to Rev D. Cooper who conducted the service and Mr A. Thomson, organist.

I would like to thank most sincerely all the kind friends and neighbours who offered practical help and support after the fire in my house. Special thanks are due to the men who put out the fire and to Leonard Reid, whose prompt action averted a much more serious outcome.  
MIMIE WILLIAMSON,  
34 Gardentown, Whalsay.

We would like to say thank you to everyone who helped to make our wedding such a memorable occasion. Thank you too for all the lovely gifts received.  
PHILIP & ELIZABETH MANSON.

The family of the late Robert T. Robertson, 6 King Harald Street, Lerwick, wishes to thank all who gave donations to the Cancer Research Campaign in his memory.

Important new book to be published on 4th June . . .

## Shetland Folklore

by local author

James R. Nicolson

Price £8.25

Copies will be on sale on publication

Mr Nicolson will be at The Shetland Times Bookshop to sign copies of his new book on Saturday, 6th June, from 2 p.m.

### SHETLAND CHAMBER OF COMMERCE

## Annual General Meeting

The A.G.M. will take place on Wednesday, 20th May, 1981, at 7.30 p.m. in the Grand Hotel, Lerwick.

Mr E. Turner of P&O Ferries, Aberdeen, is unable to attend and Mr D. Sutherland, Administration Manager, and P. Baker of their Leith branch will attend in his place.

## LERWICK CHORAL SOCIETY AND ORCHESTRA

present

## Spring Concert

in ST COLUMBA'S CHURCH  
on SATURDAY, 16th MAY, at 7.30 p.m.

.....

Music by

Fauré, Handel and Mozart

with MORAG MacKAY, Soprano  
ISABELLE MANN, Mezzo-soprano  
IAN DARLING, Tenor  
DONALD MAXWELL, Bass

.....

Tickets: Adults £1.00; Juveniles 50p  
available from Messrs W. K. Conochie Ltd.,  
or from Choir Members

### SHETLAND COUNCIL OF SOCIAL SERVICE

The

## Annual General Meeting

of the Shetland Council of Social Service

will be held on

TUESDAY, 26th MAY, 1981

at 7.30 p.m.

in COUNCIL CHAMBERS, TOWN HALL, LERWICK

.....

AGENDA

1. Minutes of Annual General Meeting held on 29th May, 1980.
2. Annual Report and Statement of Accounts for year 1st April, 1980, to 31st March, 1981.
3. President's Report.
4. Election of President.
5. Election of Vice-president.
6. Election of Executive Committee Members.

J. C. IRVINE,  
Secretary and Treasurer.



# SITUATIONS VACANT

## NORTH SCOTTISH HELICOPTERS

require for their base at Sumburgh Airport a General Labourer responsible for the cleanliness and tidiness of company aircraft and property. Applicants must hold clean driving licence.

Apply to Senior Engineer, North Scottish Helicopters, Sumburgh Airport. Tel. Sumburgh 60867.

## Zetland Taxis

require full time Taxi Drivers. Must be over 25 with at least three years driving experience and clean licence. — Tel. Lerwick 3297.

## JOHN KELLY TRANSPORT Ltd.

The above have a vacancy for a Mechanic with HGV Class 1 licence. Top rates of pay offered. Contact — John Kelly, Garthspool, Lerwick. Tel. 3081 or 2869.

**Sullom Voe Engineering Ltd.** have a small number of vacancies for **Riggers**

Applications are invited from persons with wide rigging experience in the Oil Industry with a sound knowledge of established rigging practices and safety procedures.

Please write in the first instance giving full details of background and experience to:

The Personnel Manager, Sullom Voe Engineering Ltd., PO Box 26, Lerwick, Shetland.

## HOLIDAY RELIEFS

Students over 18 years to help during the months of June to August. — J. R. WHITE & Co., Lerwick. Tel. 3894.

## A. R. Catering

**Cook** required for Norscot Canteen. Shift work and weekend work. Own transport preferred. — Tel. Lerwick 2983, ext. 224. Tony Rider.

## ASSISTANT

Smart Assistant required for light duties in Lerwick shop. Full time. Good wages and conditions. — Box No. 787.

## Shop Assistant

wanted, full time. — Medical Hall, Lerwick. Tel. 2619.

## Workers

required, must be able to drive. Duties include milk delivery, milk tanker collection and general dairy work. Hours 6 am to 1 pm, every second weekend off, overtime available. Good wages plus island allowance. Apply in writing only to — J. Burgess, Freefield Dairy, 8 North Road, Lerwick.

## Shetland Islands Council Social Work Department

### Kantersted Eventide Home

A vacancy has occurred in the above establishment for a night care assistant, working two nights per week on a rota basis. For further details please contact Mrs J. Henderson, Officer in Charge, Kantersted Eventide Home, Kantersted Road, Lerwick. Tel. Lerwick 4509.

## Clerks/Secretary

A vacancy exists for a clerks/secretary in a busy professional office in Lerwick.

Good clerical and audio-typing standard necessary. Also some knowledge of operating computerised accounting machines.

Good working conditions in modern office.

Generous holiday time. This is a challenging yet rewarding position, offering a salary of £2500 at 16 years, increasing to £5000 at 20 years, plus fringe benefits.

Apply, quoting name of referee or enclosing reference, to Box No. 795.

**Richard E. Moira & James Wann, Architects,**  
7 Mounthooly Street, Lerwick

## Architect

We have a vacancy in our Lerwick office for a qualified architect either at the stage of taking Part III or having passed that stage and fully qualified. The work is varied, the duties cover the full range of architectural activities and responsibility is an integral part of the post.

Please contact either Peter Johnson at 7 Mounthooly Street, Lerwick, or Richard E. Moira at 1 Broughton Market, Edinburgh, and send a curriculum vitae.

## Shetland Health Board

### Porter

Applications are invited for a Porter for the Gilbert Bain Hospital.

Average wage for a five day, 40 hour week over a four week period is approximately £87.00 for a single person, or £92.00 for a married person, inclusive of Distant Islands Allowance.

A current driving licence is essential.

Application forms can be obtained from the Nursing Officer, Gilbert Bain Hospital (Tel. 2751, ext. 33) from whom further details may be obtained and with whom completed applications should be lodged.

Closing date for applications is 25th May, 1981.

**Office Cleaner** required for small central office. Two hours weekly. £5. — Tel. Lerwick 2145.

## Shetland Islands Council Construction Department

### General Labourer

A vacancy exists for a general labourer to maintain the Seafield Park and Pavilion during the playing season. Average wage for a 40 hour week is £101.65. Some evening duties may be necessary for which enhanced rates will be paid. Application forms from the Director of Construction, Grantfield, Lerwick. Tel. Lerwick 2024, ext. 36.

## SHETLAND HEALTH BOARD

Applications are invited from suitably qualified people for the post of part time Sister/Charge Nurse for night duty in the Gilbert Bain Hospital. Hours to be worked are 30 per week, i.e. three nights. The successful candidate will join a team comprising Nursing Officer and two full time Sister/Charge Nurses who are responsible for the efficient control of medical and surgical wards and the casualty department at night.

Staff Nurses/Enrolled Nurses are required for night duty, full or part time, to work in the Geriatric Hospitals and the Gilbert Bain Hospital.

Whitley Council Conditions of Service apply in addition to which an Island Allowance of £520 for single staff and £780 for married staff is payable per annum.

Informal enquiries to Mrs M. Laslett on Lerwick 2751 between 9.15 p.m. and 10.15 p.m.

Application form, job description, and further information is available from Mr D. Molloy, Senior Nursing Officer, 28 Burgh Road, Lerwick.

## SHETLAND ISLANDS COUNCIL

### EDUCATION DEPARTMENT

## Teaching Vacancies

AUGUST, 1981

Applications are invited from appropriately qualified registered teachers for the following posts vacant from August, 1981.

### 1. Promoted Post

#### Anderson High School, Lerwick

Principal Teacher of Religious Education

Responsibility Element: £2,214 per annum

Island Allowance: £420 per annum

### 2. Secondary Posts

#### (a) Anderson High School, Lerwick

Teacher of English

Teacher of Chemistry

Teacher of Technical Education

Teacher of Home Economics

Island Allowance: £420 per annum

#### (b) Mid Yell Junior High School, Yell

Teacher of Home Economics

Island Allowance: £420 per annum

Remoteness Payment: £417 per annum

#### (c) Symbister House Junior High School, Whalsay

Teacher of Home Economics

Island Allowance: £420 per annum

Remoteness Payment: £417 per annum

#### (d) Sandwick Junior High School, Sandwick

Teacher of Science/Mathematics

Island Allowance: £420 per annum

Remoteness Payment: £228 per annum

### 3. Primary Posts

#### (a) Sound Primary School, Lerwick

Teacher of P6 or P7

Island Allowance: £420 per annum

#### (b) Skeld Primary School

Teacher of Upper Primary

Island Allowance: £420 per annum

Remoteness Payment: £228 per annum

*An additional allowance of £803 per annum is presently payable to all teachers in Shetland.*

Salaries for the above posts in accordance with the Scottish Teachers' Salaries Memorandum.

Application forms may be obtained from: Director of Education, 1 Harbour Street, Lerwick, Shetland, ZE1 0LS, to whom completed forms should be returned by 29th May, 1981.



Take advantage NOW of genuine Scandinavian quality and old fashioned reliability at unbeatable prices. Phone any time or write (no stamp needed) for details of our house kits, chalets, doors/windows, or kitchens to:

## NORWOOD HOUSES

FREEPOST

KILBARCHAN, JOHNSTONE, RENFREWSHIRE PA10 2BR

Phone Kilbarchan (05057) 2079

## GRANTS

SCOTLAND'S NATIONAL FURNISHERS

## Continue their once a year clearance sale!

Luxurious three-piece suite with modern design in floral brown material. Offered at.....£349.95

Three-piece suite consisting of two-seater settee and two chairs finished in rust Dralon. Offered at.....£299.00

Choice of three colours

Versatile corner group with deep button back and two shelved tables. Finished in floral Velour. Offered at.....£459.00

Matching swivel chair available.....£169.95

40" Foldaway table in light teak finish. Offered at...£109.95

Attractive two-seater settee (Chesterfield design) with zip cushions, in brown Dralon. Offered at.....£239.00

Schrieber drop flap bureau unit with spacious shelved cupboard. Offered at.....£123.50

Stonehill centre-leaf dining table and four padded back chairs in Wenge. Offered at.....£325.00

Stonehill 4' 6" wall unit with drop flap and illuminated display section. Offered at.....£149.00

Telephone seat with brown cushion.....£23.95

4' 6" special divan, mattress in floral ticking. Offered at.....£69.95

3' Orthopaedic divan set finished in blue ticking. Offered at.....£99.95

36" blanket box.....£26.00

Attractive bedroom fitment in cream/gold finish, with ornamental mirror and illuminated centre piece. Offered at.....£249.95

*And these are only a few of the items available at low prices*

28 COMMERCIAL ROAD  
LERWICK

Telephone 2205

## BP Petroleum Development Ltd.



**Sullom Voe Terminal**  
*requires*



### POWER STATION OPERATOR Ref: 0/81/17

**Duties:** Responsible for the operation/monitoring of the following plant and equipment on a shift basis; steam raising plant consisting of two package boilers, five waste heat boilers and associated steam turbine drivers; power plant 5 x 25 MW gas turbines; ancillary equipment. Water treatment plant/Instrument. Air/Circulating Water System.

**Qualifications/Experience — Age range:** 23-35: A general education to at least 'O' level standard and practical operating experience in a steam raising plant and rotating equipment in a similar watch keeping role.

### INSTRUMENT ENGINEER Ref: 0/81/21

**Duties:** The Engineer will have a broad based knowledge of all types of control instrumentation including electronic, pneumatic, mechanical and hydraulic and will be responsible for the routine maintenance of gas fractionation, stabilisation and LPG plant control systems.

**Qualifications/Experience — Age Range:** 32-45: Applicants should hold an Engineering Degree or membership of either the Chartered Engineer Institute or the Institute of Measurement and Control.

### INSTRUMENT SUPERVISOR Ref: 0/81/22

**Duties:** The Supervisor will have practical experience in the maintenance of instrumentation and logic systems, particularly the implementation of routine maintenance schedules and fault clearance by liaison with a contract labour force.

**Qualifications/Experience:** Applicants are expected to have completed a craft apprenticeship in Control Engineering and should have had at least five years' experience in a supervisory post controlling direct or contract labour in the oil industry.

Applicants for the above posts can obtain application forms from the Job Centre, Lerwick or the Personnel Office, BP Petroleum Development Ltd., P.O. Box 16, Lerwick — Telephone Sullom Voe 242401 Ext. 233.

Closing date — 22nd May, 1981.



## MISCELLANEOUS SALES

Private: 3p per word (minimum 60p)  
Trade: 10p per word (minimum £2.00)

Panel 75p extra

Box Numbers 60p extra

All advertisements must be prepaid

**THREE PIECE SUITE**, loose cushions, worn, £10. Round sewing table, £3. Small Italian inlaid table containing music box, £10. Incomplete livingroom unit with light fitting, £4. Heavy dining table, £7.50. Occasional table, £1. — Tel. WALLS 346.

**HANIMEX** 3-in-1 TV/radio/cassette, 5" mono screen, at only £120.75. Sharp GF41FI stereo cassette/radio at only £64. When car radio/cassette with tone graphic equaliser at only £79.50. These are only three of the many bargains now at — TELEVRADIO (Shetland) Ltd., Lerwick. Tel. 3209.

**ENGAGEMENT RINGS**. Call and see our large selection at all prices. Evening appointments by arrangement. — J. G. RAE Ltd., 92 Commercial Street, Lerwick, ZE1 0EX. Tel. 3686.

**MODERN** standard lamp, £5. Three table lamps, £4 each. Six lampshades, £1 each. Six piece glass dessert set, £3. Tablecovers, placemats, assorted bakeware. — Tel. WALLS 346.

**HARD SKIN?** Corns? Use Pickles famous ointment. It's good — as your chemist.

**VENETIAN** and louver blinds made to measure. Fitting service. For free estimate in your own home phone Lerwick 2841. — SCANDA BLINDS & CARPETS, Upper Langtoon, Gulberwick.

**CARPET CLEANING**. Let us brighten up your carpet and give it a new lease of life. — SCANDA BLINDS & CARPETS, Upper Langtoon, Gulberwick. Tel. Lerwick 2841.

**TELEFUNKEN 6001** electronic music centre. All controls touch operated. Turntable has strobe control. Ortofon arm with Shure cartridge containing new stylus, cost £18. Radio has AM, FM, SW, LW with seven pre-set FM stations. Centre has input for two tape decks and two sets phones. Power is 45 watts RMS per channel. This rhachine is 15 months old, is black and beautiful, is stereo or quad. The very best W. Germany has to offer. It costs over £750 without 'speakers'. Selling complete with matching Telefunken speakers costing £150. All offers will be considered. Must be sold. — Tel. WALLS 346.

**HOBBYMAT CURTAIN POLES**, metal poles with plastic finish, all lengths expanding, available from stock in brass or walnut finish, complete with pole ends and rings to match. Lace curtain track for fitting to poles available from stock, this enables you to hang lace curtains along with your heavy curtains. Call and see these new type curtain poles with lace track. — HOME FURNISHING OF LERWICK Ltd., 27 Commercial Road. Tel. 3974.

**KITCHEN STEP STOOLS**, new selection now in stock, also complete new range of Ironing Boards, various sizes and styles to choose from. Call and see our stock. — HOME FURNISHING OF LERWICK Ltd., 27 Commercial Road. Tel. 3974.

**STEP LADDERS** for home and hobby, strong sturdy construction, anti-slip tread and platform. Lightweight aluminium for easy handling. Folds flat for space saving storage, steel safety joints with plastic cladding. Three year guarantee. Three step at £11.98; four step at £13.98; five step at £17.98; six step at £21.98; seven step at £35.40; eight step at £43.90. Very good value at above prices. — HOME FURNISHING OF LERWICK Ltd., 27 Commercial Road. Tel. 3974.

**WOLSELEY** Merry Tiller Major 4 hp cultivator. Let a Merry Tiller do the hard work. — HOME FURNISHING OF LERWICK Ltd., 27 Commercial Road. Tel. 3974.

**A FEW** deep freezers (upright and chest type) to clear at reduced prices. Call and see at — HOME FURNISHING OF LERWICK Ltd., 27 Commercial Road. Tel. 3974.

**FIVE PIECE** stainless steel tea set, comprising 1½ pint tea pot, hot water jug, cream jug, tray and sugar bowl. All for only £9.90 from — HOME FURNISHING OF LERWICK Ltd., 27 Commercial Road. Tel. 3974.

**BATHROOM CABINETS**, new range now in stock, also good selection of shower curtains and shower fittings available from stock. Call and see our comprehensive range of bathroom fittings. — HOME FURNISHING OF LERWICK Ltd., 27 Commercial Road. Tel. 3974.

**EIGHT** of BASF CrO2 Cr90 tapes, brand new, £12. Leather briefcase with solid brass lock, £7.50. Lady's brown sheepskin jacket, size 12, £5. Assortment part sheets Comptels. — Tel. WALLS 346.

**BELLING** Compact Four cooker. Cheap for quick sale. — Tel. HAMNAVOE 679.

**CORK TILES**. A good selection of patterns for floor and wall covering at competitive prices. Also cork sealant and adhesive. — HAY & Co. (Lerwick) Ltd., Sawmill, Lerwick. Tel. 3057.

**2½ ft** bunk beds. Log effect electric fire with canopy. Oil filled radiator, as new. — Box No. 784.

**EASIFIT** stretchcover sale. 40% discount off the Moquette look. 33% discount Tweedlook covers. — Tel. SCALLOWAY 438.

**PHOTOCOPIER** AB Dick with spare roll of paper. — Tel. LERWICK 4221.

**KNITMASTER 326**, practically unused. — Tel. LERWICK 4221.

**TWO** peat tuskers for sale. in good condition. Made by L. Brown. — SANDISON, Eswick, South Nesting.

**HI-FI**. Technics Concise Hi-Fi System, 2 x SB-F2 linear phase speakers; stereo DC amplifier SE-C01; power supply unit S4-C01; stereo pre-amplifier SU-C01; FM/AM stereo tuner ST-C01; stereo cassette deck MQ3; quartz direct drive auto turntable SL-1410MK2; Vose K-6LC stereo headphones. RRP £1100. Will accept £600 o.n.o. Apply — Box No. 783.

**CHROME SHOWER UNIT**, £5. Complete set bathroom fittings, £3. Bedroom carpet, 4 x 3, cream, £20. Three bedside/fireside rugs, £2 each. Mop and metal pail, £3. Household brushes and shovels, etc. Various curtains including heavy velvet. Sheets and blankets. — Tel. WALLS 346.

**FOTOVALUE SPECIAL**. Praktika B200, f2.4 lens, £89.95. Case extra. — THE CAMERA SHOP, 72 Commercial Street, Lerwick. Telephone not yet connected.

**GIRL'S BIKE**, suit 8 to 10 year old. Also boy's bike, suit, 5 to 7 year old. — Tel. BRAE 304 after 5.30.

**1300 cc** Avenger engine, 24,000 miles. Also gear box, back end, few other spares. Air tank with pressure switch and electric motor (needs compressor). — Tel. SULLOM VOE 242546 after 6.

**ZEIBART** Enviroglaze paintwork protection. Works better than any wax polish. Have your car treated with this Polymer-based system and give it a lasting showroom shine. Prices from £25. — M. & G. RAIR, Arlanda Buildings, Gremista, Lerwick. Tel. 3246.

**TUMBLE DRIERS** by Creda, Hotpoint and Servis. 6 lb and 9 lb models in stock. Washing machines by Hoover, Hotpoint and Servis. — TELEVRADIO (Shetland) Ltd., Lerwick. Tel. 3209.

**4 cu ft** deep freezer, very good condition. £50 o.n.o. — Tel. LERWICK 2888.

**CLEARING STOCK** of corrugated roofing sheets. 20% off all stock. Mini profile for clothes, sheds, etc. RRP 40p + VAT per foot. Agrilux for outhouses, sheds, etc. RRP 80p + VAT per foot. Some colour coated and plastic coated steel available. — JOHN GOUDIE (Lerwick) Ltd., Glenfarquhar, Ronald Street, Lerwick 3791.

**SPENCER**, Sherwood and Sterling stoves in stock complete with back boilers and multi-fuel grate. Four available at pre-increase prices. — JOHN GOUDIE (Lerwick) Ltd., Glenfarquhar, Ronald Street, Lerwick 3791.

**FOR YOUR FREE** Magnet and Southern's price list, phone, write or call at — JOHN GOUDIE (Lerwick) Ltd., Glenfarquhar, Ronald Street, Lerwick 3791.

**ENGLISH ELECTRIC** Rapide 66 cooker, working order. Three piece lounge suite, green, reasonable. Both cheap for quick sale. — Tel. SUMBURGH 60637.

**3 hp** Sea Bee outboard for sale. In good running order. — Tel. WALLS 203 after 6 pm.

**VARIOUS** household articles. Carpet; curtains; biology textbooks plus reference and general books. Call on Saturday, 16th May, from 3.30 pm at — PAULINE NAPPER, Wallacetown, Bixter. Everything must go.

**AQUARISTS** stock of pumps, thermostats, heaters, tanks, accessories, foods and fish at — HENDERSON's, Old Infant School, King Herald Street, Lerwick. Tel. 4385.

**FREEZER**, Sterne Mini Jack. £55 o.n.o. — Tel. LERWICK 4728.

**THREE SEATER SUITE**, autumn browns, modern design, fitted with roller castors, one year old. £120. — Tel. LERWICK 4590.

**NATIONAL PANASONIC** video recorders. VHS system: 12 mode, infra red remote control, 14 day eight programme timer, still frame feature, half or double speed, picture search. — THE MUSIC BOX, 116 Commercial Street, Lerwick. Tel. 3993.

**SHETLAND GROWN** cauliflower and sprout plants. — Tel. REAWICK 281 between 6 pm and 9 pm.

**WEBLEY & SCOTT** Osprey .177, as new, £60. Sock machine. Two arm chairs, wooden arms. — Tel. LERWICK 5119.

**LARGE WOODEN SLEDGE**, bought last winter, £12. Doll's rocking crib with bedding, doll, etc., £5. Doll's china tea-set, £1.50. Child's paddling pool, £2.50. — Tel. WALLS 346.

**CURTAINS**. Ready to hang. Choose from our range of fabrics and patterns in your own home. — SCANDA BLINDS & CARPETS, Upper Langtoon, Gulberwick. Tel. Lerwick 2841.

**WALLPAPER**. Over 300 different designs always in stock. Also ceiling papers and washable papers. New designs arriving approx. every two weeks. Visit our wallpaper department. A large variety of the latest wallpaper books always available. — SMITH & HAPPER, Garthspool, Lerwick, ZE1 0NP. Tel. 2531.

**STEREO MUSIC CENTRE**, AM/FM with record deck and matching speakers. Small centre, perfect for small house or kid's bedroom, £20. — Tel. WALLS 346.

**RANGE** of CB accessories now in stock, including DV 27 aeriels, SWR meters, K40 speech processor mikes, cable, etc. — THE MUSIC BOX, 116 Commercial Street, Lerwick. Tel. 3993.

**ANTIQUE** mahogany sideboard. Victorian style. Length 6'. — Box No. 772.

**RAYBURN COOKER**, right hand oven. — Tel. SYMBISTER 286.

**26"** colour TV. One year old. Perfect. £225. Wolsey high power booster, £17.50. Ten element aerial, £10. — Tel. WALLS 346.

**CONTACT POINTS** from 60p. Champion plugs, £2.40 (set of four). Bulbs, 25p. Shock absorbers from £10.50. Fan belts from 90p. — LERWICK MOTOR SPARES, Fort Road, Lerwick.

**CLUTCH PLATES** from £7.00. Paper oil filters, 70p. Metal filters, £2.20. Lots of spares parts at big savings. — LERWICK MOTOR SPARES, Fort Road, Lerwick.

**MOTOR SPARES**. Brake pads, most British and foreign cars, £5.40. Brake shoes, British cars, £6.50 (set of four). — LERWICK MOTOR SPARES, Fort Road, Lerwick.

**RUSSELL HOBBS** stainless steel automatic kettle, £15. Sona coffee percolator (not electric), £5. Two bar coal effect fire, £10. Valor paraffin heater, £7.50. — Tel. WALLS 346.

**STRAWBERRY PLANTS**, cheap. — Tel. LERWICK 3036.

**MUSIC CENTRE CABINET**, 45" long, 22" high, 16½" deep. Three drawers, cupboard and record racks, four months old. Very good condition. £50. Also pair of lamps, 10" high, brown base with beige shades, new, never used, £10. — Tel. LERWICK 4530.

**LITTER OF PUPS** for sale. Parents good workers. — Tel. REAWICK 210.

**SMALL** oak writing bureau, new. Telephone seat with storage space. — Tel. BRAE 462.

**AEG** front loading automatic and matching AEG tumble dryer. £185 and £85 or £260 together. Both perfect. — Tel. WALLS 346.

**TWO** electric boiling rings, as one unit, in good condition, £8. Portable radiogram, mono, in good condition, £15. Four oak dining chairs, in good condition, £4 each. — Tel. GOTT 316.

**ELECTROLUX FRIDGE**, 35" high x 20" wide. In VG condition, £40. — Tel. LERWICK 2849.

**PEUGEOT** racing cycle, 22½", VGC, purple, five speed, £80. — Tel. WEISDALE 237.

**GRAPHIC** booster equaliser, £40. Disco deck, twin turntables, plus stereo boxes, £100 o.n.o. — Tel. LERWICK 3658.

**GENTS'/BOYS'** three speed cycle for sale with luggage rack + dynamo lighting. Very good condition, £50. — Tel. LERWICK 3030 after 5 pm.

**HAY** for sale. £1.50 per bale. — SHEWAN, Quarff Lodge. Tel. Lerwick 2630.

**WALNUT WARDROBE**, chest of drawers, also spring bottom and spring interior mattress for 3½' bed. — Tel. HAMNAVOE 684 after six.

**CELLO** for sale. £60. — Tel. WALLS 346 evenings.

**DAIRY** Shorthorn hand milked cow. Calved 8th March. Milking four gallons. Also Hereford cow with seven week old Simental heifer calf at foot. — Tel. SKELLISTER 247.

**BOOKS**. Fordyce-Clark, The Shetland Sketch Book, £16; Jamieson, The Viking Isles, £2; Howarth, The Shetland Bus, £18; Morrison, The North Sea Earls, £8; Peay, Shetland Sanctuary, £19; Shepherd, Like a Mantis the Sea, £10; Barclay, Orkney & Shetland Court books, 1614-15, £12; Cluness, Told Round Peat Fire, £19; Milne, Wi Lowin Fin, £5; Howarth, We Die Alone, £8; Heddle & Mainland, Orkney & Shetland, £15; Anderson, To Introduce the Orkneys and Shetlands, £10. — Box No. 789.

**CIRCULAR PLAYPEN**, £10. — Tel. LERWICK 4251.

**GEC STORAGE HEATER**, £15. Mothercare bottle warmer, new, £4. Venetian blind, brand new, £15. Dolls World, £5. Nooky Bear, £5. Girl's velvet jacket, size 9, brand new, £10. Beige poplin hooded coat, fit 57½" height, £4. Two dresses, fit same, £4 each. Corduroy skirt suit, £8. — Tel. LERWICK 4045.

**HOTPOINT** Iced Diamond fridge/freezer. In excellent condition. — Tel. HAMNAVOE 368.

**ATARI** video games machine. Seven game cassettes + three control sets, £180 o.n.o. Contact — Mr OWEN, Arlanda, Lerwick. Ring 2834 day only.

**QUALCAST JETSTREAM** 45RB auto lawn mower, 3.5 hp motor, in VGC. One year old. Offers. — Tel. SYMBISTER 320.

**GOAT**, in milk, four years old. Choice of two. — A. ABERNETHY, Clousta. Tel. Bixter 326.

**FEW** Shetland ewes, lambing to Cheviot and Shetland rams. Some coloured. Also one Suffolk and one Cheviot yearling gimmers. — Tel. BURRAVOE 251.

**GOATS**. Pedigree British Alpine goats for sale. Reasonable price to knowledgeable home. — Tel. GUTCHER 292.

**80 BASS** Paolo Soprani accordion with Hohner strip microphone attached. Just one year old, perfect condition. — FREDA GRAY, Baltasound 434.

**15 PIECE** Japanese tea set, white and gold, £40. — Box No. 794.

**NEAT** modern three piece suite, tan. Two paraffin heaters. Two hood hair dryers with couch. — Tel. LERWICK 3141 or 4995.

**SIDEBOARD**, 70" long, 46" height, width 17". In VGC. £60 o.n.o. — Tel. LERWICK 4574.

**LONG PILE** orange patterned carpet, 13'10" (plus bay window) x 12'10". Offers. — Tel. LERWICK 2330.

**OLD-FASHIONED DRESSER**. Rima infra-red grill. Guitar suitable for learner. — Tel. LERWICK 2103.

**MARBLE TOP** washtand and matching dressing table with drawers and large mirror. In good condition. — Tel. LERWICK 3205.

**TWO** part worn tyres, Klüber 195x70 low profiles, £15 for pair. Nearly new back silencer box suitable for Mk II Cortina, £10. Sharps car stereo cassette player, £25. Ford sports steering wheel, three spoke, VGC, £12. Contact — G. KEITH at Scalloway 423.

**15"** electric Flymo with grass collector. Electric piano/organ. Jackson tumble dryer, 6 lb load. Five drawer chest. — HUNTER, Weisdale 273.

**410** double barrelled shotgun. 410 single barrelled shotgun. BSA .177 Mercury. — Tel. HAMNAVOE 255.

**B46** baler for sale. Good working order. — Tel. SUMBURGH 60535.

**SET** of three gang land rollers for sale. Good order. — Tel. SUMBURGH 60535.

**CREAM VINYL** corner suite for sale. — Tel. SUMBURGH 60535.

**SECONDHAND** 65000 BTUs oil central heating boiler and burner, £50. — G. HENDERSON, 16 Pitt Lane, Lerwick. Tel. 3443.

**FOLDING** invalid chair for sale. Balloon tyres. VGC. £65 o.n.o. — Tel. SUMBURGH 60371.

**HOTPOINT** Supermatic washing machine, as new. £80. — Tel. SCALLOWAY 492.

**WHITE** Rayburn Regent, left hand oven. Offers. — Tel. BIGTON 375.

**HOTPOINT** twin tub washing machine, £25. In good working order. — Tel. SUMBURGH 60424.

**MONOFILAMENT NET**, 3½", brand new. Ready for water. — Tel. SKELLISTER 357.

**UPLIGHT REFRIGERATOR**, in very good condition, £40. — Tel. LERWICK 4360.

**H/H** 100 watt Musian lead guitar amp. As new. Quick sale. £160. — Tel. LERWICK 3578.

**NEW WORLD** gas cooker, three rings, eye level grill. Good condition. — Tel. CUNNINGSBURGH 265.

**BUDGIE** now sold. Thanks to all who enquired.

**SMALL** American clock. Tilley lamp. Tilley heater and Flymo for sale. — Tel. LERWICK 5006.

**YAMAHA** electric organ, two keyboards. In perfect condition. — Tel. HAMNAVOE 371 or 201.

**SMALL QUANTITY** salt fish. Kenwood Chefette bowl and stand. Pedigree pram. — Tel. SKERRIES 228.

**ATARI** & Rowtron TV games. Systems and over forty cartridges in stock. New and used radio. Television and audio equipment, spares and accessories. — MAINLAND ELECTRONICS.

**BSA Meteor** .22 air rifle. VGC. £30. 7' Abu spinning rod, £5. — Tel. LERWICK 5105 after 5 pm.

**COOKER**, in working order. Four radiant rings, oven and grill. — PATON, 47 Goodlad Crescent, Lerwick 4009 after 5 pm.

**QUANTITY** of household furniture in Sullom Voe area. All in very good condition. For further information contact — Mr JOHN COLES, Lerwick 4028.

**TWO YEAR GUARANTEE** on all Dorte colour televisions in stock now. Multimeters, six models for every application. Rechargeable batteries and chargers. All types. — MAINLAND ELECTRONICS, Mouthooly Street. 30 yards up from Market Cross.

**SUNHOUSE** two bar electric fire with teak effect surround, £35. Two bedroom carpets, blue, sizes 10'10" x 9'9", £25, and 8'x 8', £10. Livingroom carpet, 15' x 11', £25. White bath bar and sink splashback with cabinet, £20. — Tel. CUNNINGSBURGH 358 evenings.

**ANTIQUES & PLANTS** from Ollaberry. Good brass pieces, etc. If we're in, we're open. — THE SEA CHEST, East Voe, Scalloway. Tel. 326.

**AQUASEAL**. A whole range of products to shield your home from damp. Tar for roofs, mastics, wood preservatives, wall finishes and felt. Leaflet available. — S. & J. D. ROBERTSON & Co. Ltd., North Ness, Lerwick. Tel. 3466.

**STAIR CARPET**, 14½ yds x 32" wide, orange/blk multi, good condition, £25. Teas-made, new, £20. Sodastream with accessories, £12. One bar Dimplex wall heater, £7. Various toys, games and annuals, suit boy 10-13 years, £15 the lot. — Tel. LERWICK 2722.

**MARINER OUTBOARDS** for immediate delivery, remote controls, speedos, etc. Replacement propellers to fit most outboards and outdrives gear oil, plugs to fit Mariner, Yamaha and Mercury outboards. Pilot GRP boats, the Buccaneer, 16' oal, 7'4" beam, cabin headroom 5'10". Pilot 590, Cathedral hull, 19'4" oal, 6'4" beam, cockpit 10'3" x 5'6". Starcraft aluminium boats, 12' to 16' oal, built in buoyancy. — W. A. PETRIE, Mid Yell. Tel. (0957) 2317.

## WANTED

10p per word (minimum £2.00)

Panel 75p extra

Box Numbers 60p extra

**HABITABLE COTTAGE** orcroft house wanted, North east mainland. Please state price. — Box No. 786.

**HELP** required to complete small jobs on house. Filling, painting mainly. Small areas to be finished with plasterboard. Some heavier work if wanted. Smooth rendering lower portion of house. Must be able to work without supervision. Good rates offered to good worker. Hours suit. Contact — W. PETHERWICK, Home phone 60384; work 60601.

**GAS COOKER** wanted in good condition. — Tel. VIDLIN 288.

**SMALL CEMENT MIXER** wanted. Petrol model. — THOMPSON, Norville, Voe. Tel. Voe 247.

**TWO GERBILS**, same sex, free to good home. No cage. — Tel. LERWICK 5119.

**78 RECORDS** wanted. — Box No. 785.

**WANTED PURCHASE**, district immaterial. Cottages, derelict properties, crofts, houses, land, farms, hotels, businesses. Send details, price. — DUGDALE'S, Auctioneers, Paignton, Devon.

**PLUMBER WORK** wanted. If plumber work you want done, at not a very costly sum, pick up the phone, get on the line, and dial LERWICK 3599.

**GARDEN SHED** wanted, 16' x 8' approx. — Tel. LERWICK 3406.

**SUSPENSION SPRINGS** wanted for Morris Marina saloon, 1974. — Tel. HAMNAVOE 339.

**SIX** lobster creels with ropes if possible. — Tel. LERWICK 3894 day time.

**ALL TYPES** of building work undertaken, roughcasting, slating, blockwork, etc. Also squad of joiners specialising in kit house erections. No job too small or too large. — Tel. LERWICK 5339.

**SMALL** self-contained accommodation wanted to rent, late summer, Lerwick area, for mature female. Contact before end of May. — Box No. 792.

**TWO FEMALES** require self-contained accommodation in the Sullom Voe area. References available. — Box No. 791.

**GEAR BOX** wanted to fit Mk II Cortina 2000 cc. — Tel. GIRLSTA 266.

**HOUSEKEEPER/childminder** required from 1st June. Accommodation available. — Box No. 790.

**YOUNG GERBEL** wanted. — Tel. VOE 318.

**TRANSFER BAR** wanted for Passap Duomatic knitting machine. Also unweighted set-up combs, lengths 12", 20" 31". — Tel. LERWICK 3583 after 6 pm Friday.

**SHED** or lock-up urgently needed to hold one car at least. Any area considered. — Tel. HAMNAVOE 284.

**GARAGE** wanted to let in Lerwick. Apply — Box No. 793.

**JUDO SUIT** wanted for a boy aged twelve. — Tel. SCALLOWAY 341.

**DRIVERS' DOOR** wanted in good condition for four door 1.3 November, 1975, Escort. — Tel. BURRAVOE 273 after 6.15.

**FAMILY**



**BOATS FOR SALE**

10p per word (minimum £2.00)  
Panel 75p extra  
Box Numbers 60p extra  
All advertisements must be prepaid

**16 ft Orkney Longliner.** Fitted with forward shelter. Remote controls and steering. Powered with 9.9 Yamaha electric start. Complete with trailer. All in good condition. — JOHN HUNTER, Weisdale 273.

**PIONEER** Norwegian-made plastic tenders and dinghies, 8', 10', and 12', from £280. WITH GRP dinghies, 14'9" (with cuddy), and 15'9" open boats on Snipe galvanised trailers. All from stock. — JAMES A. MANSON, 88 Commercial Street, Lerwick. Tel. 3448.

**FLETCHER ARROW** speed boat and trailer, with 55 hp electric start Yamaha o/b. Done only ten hours. (New, engine costs £1380). Price for the lot, £1500 o.n.o. — Tel. VIDLIN 210 after 6 pm.

**SHETLAND** 525 cruiser, 17' fibre-glass, 40 hp Mercury. Radio, gas cooker, and other accessories. Must be seen. — Tel. LERWICK 4105 after 6 pm.

**15 ft power boat and trailer for sale.** Good condition. Also 3.6 Mercury outboard, still under guarantee. Has been used on this power boat. Offers. — Tel. HAMNAVOE 679.

**RECENTLY COMPLETED** multi-hull, 14' oa. To view — Tel. HARRY REDFORD, Lerwick 3746.

**505 DINGHY.** VGC + two sets of sails. Launching and towing trailer. £600 o.n.o. — Tel. HAMNAVOE 373.

**MICRO-PLUS 461** cabin cruiser. Chrysler 55 hp outboard engine and trailer. Orange and white. — Tel. BRAE 462.

**CREEL BOAT.** Boy John, K85, 27' x 10' x 3'. Clinker built, larch on oak, by A. C. Stout, Westray, Orkney, 1972. Engine Lister diesel, HRW2; MGR2, water cooled. Fifer capstan with V-hauling attachment. Simrad Ey meter, Seavoice VHF, WR hydraulic steering. Fw'd cabin with mast, lights, cooker, etc. All in very good order. Enquiries, offers, etc. — Tel. BURRAY 252. G. Wylie, Burray, Orkney.

**PLYWOOD PUNTS** for sale. — Tel. SUMBURGH 60354 after 6 pm.

**16½' boat** with Shetland model bow and transom stern. Built 1979. Best offer secures or would consider part exchange for boat in need of repair. — Tel. BRESSAY 330 after 6 pm.

**12 ft boat** for sale with 3.5 Yamaha outboard motor, long shaft. Very little used. Both in good condition. Offers. — Tel. BRAE 535 after 4.30 pm.

**SHETLAND** GH14 with 30 hp electric start Yamaha and Snipe trailer. Also 2 hp Yamaha, only run two hours. New 2 hp Mariner. — Tel. BRAE 245.

**WOODEN** Fireball dinghy. Suit of sails and needle spar. Road trailer. Offers around £300. — Tel. BRAE 213.

**GRP** IP20 boat with 1.5 marine BMC engine. Also 14' GRP heavy duty hull. Offers to — Tel. SYMBISTER 421.

**AUCTIONEERS NOTICES**

60p per line (minimum £2.40)  
All advertisements must be prepaid

**SHETLAND MARTS Ltd.****FURNITURE SALE**

At Lerwick Marts sale room on Wednesday, 20th May, at 2.30 pm:  
Three piece and bed settee suites; bedside and occasional chairs; coffee tables; bookcases; pouffes; sideboards; china cabinets; bedroom suites; wardrobes; dressing tables; chest of drawers.

Bedroom chairs; beds and bedding; kitchen tables and chairs; kitchen cabinets; washing machines; spin dryers; fridges; shower bath cabinet complete; fire surround and electric fires.

Dishwashers; vacuum cleaners; TV's; radiograms; electric cookers; gas boilers; electric lawn mower; garden tools; pots; pans; cutlery and crockery; etc., etc.

Goods on view on Tuesday, 19th, 6.30 to 8.30 pm.

This is a cash sale.

Cottage for sale. See Property Column.

W. PETERSON,  
Auctioneer.  
Tel. Lerwick 2369

**DISPLENISHING SALE**

I will offer for sale at Ivy Cottage, Hoswick, Sandwick, on Saturday, 23rd May, at 2.00 pm, the following:  
4" divan and mattress; 3' bed and spring; three wardrobes; dressing table; chest of drawers; bedside cabinets; two electric blankets; carpets; stair carpet; table; kitchen cabinet and cupboard.

Small electric cooker; electric kettles; pans; crockery; glassware; clocks; Singer hand sewing machine; three piece suite; bed settee; marble top wash stand; mirrors.

Rugs; mats; pouffe; drop leaf dining table; knitting chair; kitchen chairs; sideboard; two electric boilers; jumber board; curtains.

Basins; pails; two electric heaters; joiners tools; heavy hammers; 4" vice; shovels; picks; two peat barrows; rakes; hayforks; etc., etc.

GEORGE W. MORRISON,  
Auctioneer.

Tel. Weisdale 208.

**LOST & FOUND**

3p per word (minimum 60p)  
Box Numbers 60p extra  
All advertisements must be prepaid

**WOULD THE PERSON** who took the wrong black velvet jacket from the Central Hall, Sandwick, on Saturday, 2nd May, please contact — Tel. SUMBURGH 60634.

**TO LET**

10p per word (minimum £2.00)  
Panel 75p extra  
Box Numbers 60p extra  
All advertisements must be prepaid

**ABERDEENSHIRE.** Four berth towing holiday caravan to let. — Tel. LUMSDEN 232.

**ABERDEENSHIRE.** Four berth touring holiday caravan to let. — Tel. LUMSDEN 232.

**FLAT** at 99 St. Olaf Street has now been let. Thanks to all applicants.

**FURNISHED FLAT** in central Lerwick to let. Consisting of two bedrooms, livingroom, kitchen, bathroom. — Tel. LERWICK 4842 for further details.

**ORKNEY.** Six berth modern caravan to let from 3rd June to 4th July and 1st August onwards. — Tel. HOLM 242.

**FULLY EQUIPPED** holiday caravan to let on Whalsay. All dates except 24th July to 8th August. For details — Tel. SYMBISTER 306.

**LAND ROVER Spare Parts**

The most comprehensive stock in Shetland at:

**BOLT'S AUTOSHOP**  
28 North Rd., Lerwick,  
Telephone Lerwick 2855

**ACCOMMODATION**

10p per word (minimum £2.00)  
Panel 75p extra  
Box Numbers 60p extra  
All advertisements must be prepaid

**ACCOMMODATION** available for two willing to share. Bed only, bed and breakfast, evening meal if required. — Tel. LERWICK 3928.

**ACCOMMODATION** available for three responsible men in spacious self-contained flat. — Tel. LERWICK 4577.

**ACCOMMODATION** available in Lerwick for two females. Meals provided if required. — Tel. LERWICK 3194.

**ACCOMMODATION** available for two working men willing to share, in Lerwick. — Tel. LERWICK 4804.

**ABERDEEN** Guest House offers superior B/B accommodation mins. city centre. Reduced rates for children. — Tel. 635549 or writh CATHERINE MARSHALL, Elmdale House, 8 Elm Place, Aberdeen.

**FOR HIRE**

10p per word (minimum £2.00)  
Panel 75p extra  
Box Numbers 60p extra  
All advertisements must be prepaid

**SELF-DRIVE CAR** hire available. — GORDON STRONACH, Garthspool, Lerwick. Tel. 3718 or 3602.

**WALLPAPER STRIPPER** for hire. For clean and efficient wallpaper stripping use our steam stripper. One day hire £6.50 + 15% VAT. — STATION GARAGE, North Road, Lerwick. Tel. 3315.

**PROPERTY SALES**

90p per line (minimum £3.60)  
Box Numbers 60p extra  
All advertisements must be prepaid

**COTTAGE**

There will be sold by auction the cottage known as No. 9 Veensgarth, Gott, on Saturday, 23rd May, at 2.30 pm.

For immediate entry.

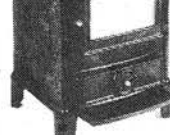
This dwellinghouse is situated near new North road and five miles from Lerwick. Accommodation comprises sittingroom, three bedrooms, kitchen, bathroom and double garage with garden back and front.

For arrangements to view phone Gott 221.

W. PETERSON,  
Auctioneer.  
Tel. Lerwick 2369.

**'MONTROSE'**

MULTIFUEL  
STOVE



Cast Iron: Brown, Green or Black; with or without a boiler

Prices from £150

Scandinavian Wood Burning Stoves,  
Barnhead, By Old Montrose, Angus.  
Tel. Bridge of Dun (067481) 200

**Sturmey-Archer Three Speed De Luxe****FOLDING - BIKES -**

complete with dynamo lighting, luggage carrier, bell, pump, kickstand and tool kit. Spannerless frame lock.

£70 + VAT

**Gordon Stronach**  
Garthspool, Lerwick  
Tel. 3718 or 3602

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and  
SEX DISCRIMINATION ACT, 1975

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THE BUSINESS  
ADVERTISEMENT  
(DISCLOSURE) ORDER 1977

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The Law requires that Advertisers selling goods in the course of a business and using only a Box or Telephone Number, MUST include the word Trader, Dealer, Agent, Breeder or appropriate wording in the advertisement to distinguish from private individuals.

# Property Sales

**PROPERTY SALES****5 BACK CHARLOTTE LANE, LERWICK**

Centrally situated dwellinghouse consisting of sittingroom, kitchen, two bedrooms, bathroom and porch. Offers in region of £14,000.

**COTTAGE, BRECK OF HILLWELL, Nr. QNENDALE**

Attractive cottage situated in ¼ acre of garden ground. Accommodation comprises sittingroom, double bedroom, three single bedrooms, bathroom, utility room, kitchen. Front and rear porches.

**BONA VISTA, 26 CHURCH ROAD, LERWICK**

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Further particulars of all the above properties from and offers to:

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# THE SHETLAND TIMES SPORTS NEWS

Compiled by ROSEMARY STEPHEN

## Hockey round-up Dunrossness riding club

Another two matches have been played in the senior hockey league for the Association Trophy. Last Wednesday a much-improved Anderson High School team met Zetland. The school had a good going forward line who made inroads in the Zetland defence. In the first half Heather Hamilton and Audrey Stove scored for the school and Audrey scored again in the second half. The final score was AHS 3, Zetland 0.

On Monday night Zetland were in dominant form against a Scalloway team who tried hard but were unable to capitalise on their forays into the Zetland shooting circle. In the first half Leslie Craigie scored twice and Fiona Lawson once for Zetland, and Mary Duncan scored for Scalloway. In the second half Fiona Lawson scored again making the final count Zetland 4, Scalloway 1.

### JUNIOR LEAGUE

The junior league opened on Monday night. Lerwick versus Zetland resulted in a goalless draw. Scalloway were at home to AHS and the score was one goal each. Scorers were Ann-Marie Scollay for the school and Joy Duncan for Scalloway.

### ROYAL HOCKEY

A Shetland select played a Navy select from the royal yacht Britannia and HMS Achilles on Sunday afternoon. After the game, which was drawn, players and officials were invited to a small reception onboard the frigate when a plaque from each ship was presented to the Shetland Hockey Association.

### UMPIRES

Shetland now has two fully qualified club umpires. They are Mildred Blance and Doreen Gray. Last October they passed the written part of this examination by the Scottish Women's Hockey Association.

On Sunday morning after members of Dunrossness Riding Club turned out to see the Queen off at Sumburgh Airport the riders were ready for some games in the old Manse park. Brenda Manson on Doodle topped the score with three firsts and three seconds. Second equal was Katy Gaston-Parry on Wishy and Lena Irvine on Sally.

The first competition was a bucket elimination competition in two sections. In group A first was Alanda Leask on Sprite on Effirth and second equal were Julie Johnson on Clothie Haze, Heather Thomson on Clothie Eswick and Rhonas Thomson on Blue Boy of North Dale. In group B first was Heather Thomson and second equal were Melanie Leask on Snowball and Rhonas Thomson.

Heather Thomson was first in a jumping competition and

Alanda Leask was runner-up. A bending competition was split into two sections. In group A Melanie Petherick on Trampas was first and in group B Heather Thomson was first and Christine Hughson on Petta of Seafield was second.

Heather Thomson was first and Julie Johnson second in a barrel race. First in the gambler stakes was Heather Thomson and second was Alanda Leask. Alanda Leask was first in the Shetland gallop with Heather Thomson second.

Tomorrow the club is holding a beginners' afternoon and on Sunday there is a session for more experienced riders. Both sessions start at 3 pm in the old Manse park.

## Lerwick struggle against newcomers

BP Ops caused Lerwick some anxious moments in their first meeting. Although their inexperience and lack of practice cost them dear in the end, they contested everything and took the lion's share of the ball in the set pieces.

Their tigerish play frustrated Lerwick who could not get into gear. Geoff Lunt intercepted beautifully in midfield to score near the posts. Wyn Joshua added the conversion for the only score in the first half.

Lerwick began to put their game together in the second half and from a forward rush their pack went over with Steve Dickie being credited with the try. Dave Shalliday added the extra points. Now on even terms again, the Lerwick backs began to run the ball and some fluent running by Frank Hay gave him a fine try. Ronnie Moffat outstripped the defence to score at the posts and Dave Shalliday gave the conversion. A penalty by Paul Woods edged the home team further ahead and an opportunist try by Bob Wood gave a final tally of 23 points to six for Lerwick.

This was a spirited first game by BP Ops. Anyone who is interested in starting a rugby club in his area should contact Paul Woods. He can be contacted at Lerwick 2306 between 1.30 pm and 2 pm.

## Junior football results and league

This week's meeting of Spurs and Scalloway was probably the best junior match of the season so far. During the first half the young Spurs team played good football and were unlucky to reach half-time with only one goal. After a managerial pep-talk Scalloway stepped up the pace, and forced Spurs into errors which could have been more severely punished. But Spurs, still dangerous on the break, held on to their slender lead winning 1-0.

In the other two matches played this week Celtic lost to Spurs 3-1 and the Hostel lost to

Thistle 12-1.

	P	W	D	L	Pts
Spurs	3	3	0	0	6
Scalloway	3	2	0	1	4
Thistle	2	2	0	0	4
Celtic	4	1	0	3	2
Hostel	4	0	0	4	0

Last night the Hostel played Celtic and Thistle played Spurs. On Tuesday Celtic travels to Fraser Park to meet Scalloway and Spurs plays the Hostel at the Gilbertson Park. On Thursday Celtic plays Thistle at the Gilbertson Park and Scalloway plays host to the Hostel at Fraser Park.

## Class races at Scalloway



Scalloway Boating Club began their class races on Saturday. Too few Enterprises came forward for their race to go ahead but five 505s and three Fireballs made the most of fine sailing conditions with a fresh north-easterly wind. The winning 505 was Gollybog Deux skippered by K. Leask followed across the line by Knot-E-Bouys (B. Smith). Magnum skippered by W. Mouat was the winning

Fireball with Hurricane (G. Sandison) second.

On Sunday night the first points race for the Peacock and Buchan Trophy was sailed with seven entrants. It was won by the 505, Renegade, three seconds ahead of Magnum. By this time the wind had freshened to strong north easterly and it was an exciting race with several capsizes.

## Road rally

Islesburgh Motorcycle Club held the first round of the Thulecraft sponsored road rally last Sunday. Seven competitors tackled the seven clues which took the riders over 70 miles of road to Gott, Brae, and Mossbank.

Some of the riders lost valuable points through bad map reading and ended up miles from the actual point. For the first time ever in the club a girl has won a rally. Maria Cogle and Steve Henry (GS550) were first equal on 76 points with Leslie Irvine and Colin Leask (GS850). Second with 75 points were

Dougie Gray and John Coutts (CB900).

On Sunday the club held the third round of the Hayfield Enduro Trophy at Gulberwick.

## Bowls

Last Tuesday saw the final night of this season's indoor bowling competitions. First was Cathie Goodlad with 35 points and second was William Tait who scored 30.

Edith Makins won the Peterson Trophy for the overall winner of the season.

## Angling lines

Shetland Anglers' Association held a spinning competition last Thursday evening. The competition was held at Clousta in fine weather.

The heaviest fish was caught by Ellis Sales and weighed 15½ oz. It gave him second place in the results, beaten only by Johnny Laurenson who caught two fish weighing a total of 1 lb 3 oz.

The top five places in the league are as follows: Ellis Sales 68; Johnny Laurenson 49; Robert Leask 48; Willie Sinclair 45; Steven Leask 41.

Tonight the anglers are

## Karate course

Five members of Lerwick Shotokan Centre spent the weekend at Scotland's largest ever karate course.

John Woodward, Andrew Corkish, Graeme Smith, Martin Dalziel and Chris Sinclair attended the course supervised by Professor Nakayama, chief instructor of the Japan Karate Association. Mr Nakayama (68) has been training in karate for 50 years.

The Lerwick club hopes to gain its first black belt at next month's gradings when John Woodward will sit his 1st Dan. Andrew Corkish and Graeme Smith will be going for their brown belts and Martin Dalziel will attempt his second purple belt. The gradings will be supervised by the chief European instructor of the Japanese Karate Association.

## Athletics

Lerwick Athletic Club is holding two open sports meetings in the Gilbertson Park. The first starts at 6.30 pm on Wednesday evening and the second at the same time next week. Events will range from 100 metres sprint to high jump and javelin.

The Shetland Amateur Athletic Association has nominated the meetings as qualifying competitions for the selection of the junior inter-county team which travels to Orkney in June. The other qualifying competition is the rural and county sports on 10th June.

The open meetings are for all age groups and anyone can enter as there is no entry fee. The highlight of the meeting is expected to be the 5,000 metres on Wednesday evening.

## Darts

Shetland darts players were well represented at the recent Caithness Glass weekend festival in Wick. In the open singles competition it was Scalloway's George Smith who took the honours defeating team mate John Pottinger in a thrilling final.

Rae Tulloch of Lerwick and Sally Paul of Wick were runners up in the pairs event behind Wick couple, Geordie Sutherland and Ronald Tulloch.

Rae Tulloch also took the highest score trophy in the singles match, with a score of 180. To round off the weekend Rae teamed up with the Caithness champion, Ronnie Plowman, to win the mens' pairs competition. Runners up were John Pottinger, of Scalloway, and Davy Smith of Wick.

George Smith took the pairs highest score trophy and the runners-up trophy in a singles competition.

## Pool

Six pool matches were played last Tuesday evening. The results were: Fishermans Arms 6, Boaters 3; Jubilee 8, Daredevils 1; Hayfield 5, Hustlers 4; Excelsior 6, Lerwick Legion 3; Vultures 4, Scalloway Legion 5; Terriers 2, Scorpions 7.

	P	F	A	Pts
Scorpions	29	165	87	48
Jubilee	29	160	92	46
Sailors	29	147	105	40
Blackballers	30	153	108	38
Excelsior	29	154	107	38
Hamnavoe	29	154	98	36
Hustlers	30	147	123	36
Meadowvale	28	128	124	30
F. Arms	29	130	131	30
Scy. Legion	29	125	127	30
Terriers	29	119	142	28
Vultures	29	119	142	24
Nomads	28	101	131	22
Boaters	29	111	150	20
L. Legion	29	104	157	16
Hayfield	29	100	161	12
Daredevils	30	68	202	2

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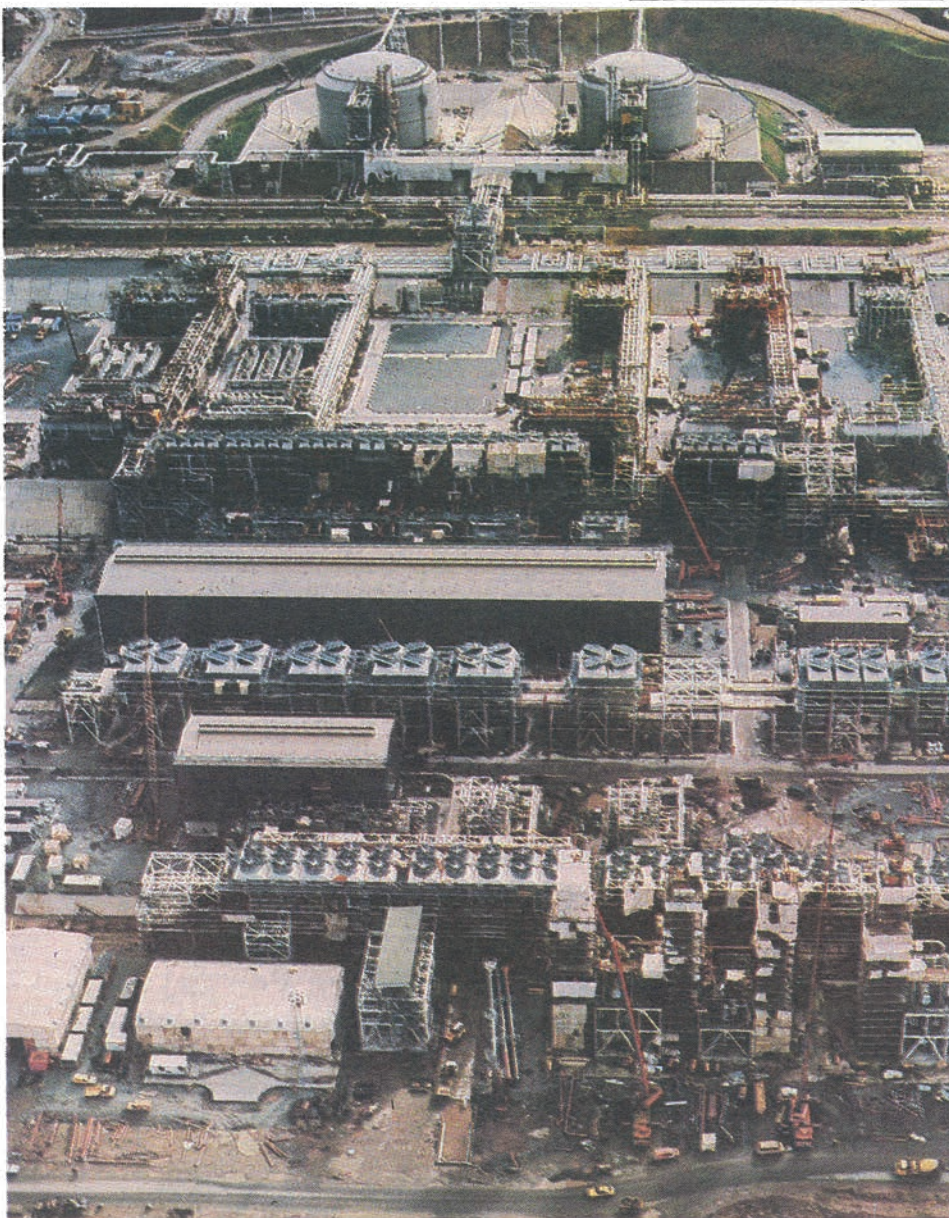


# The most complicated job of them all

From this . . .



. . . to this



The aerial photograph at the top of the page shows the process area after LJK had carved three terraces out of the hill of Garth. You get some idea of the scale when you look at the line of works buses parked along the road that now leads past the fractionation columns, seen in the lower picture taken earlier this year.

On the mainland three and a half million man-hours went into this jigsaw, while on site the mechanical contractor William Press installed and welded 100,000 metres of pipework.

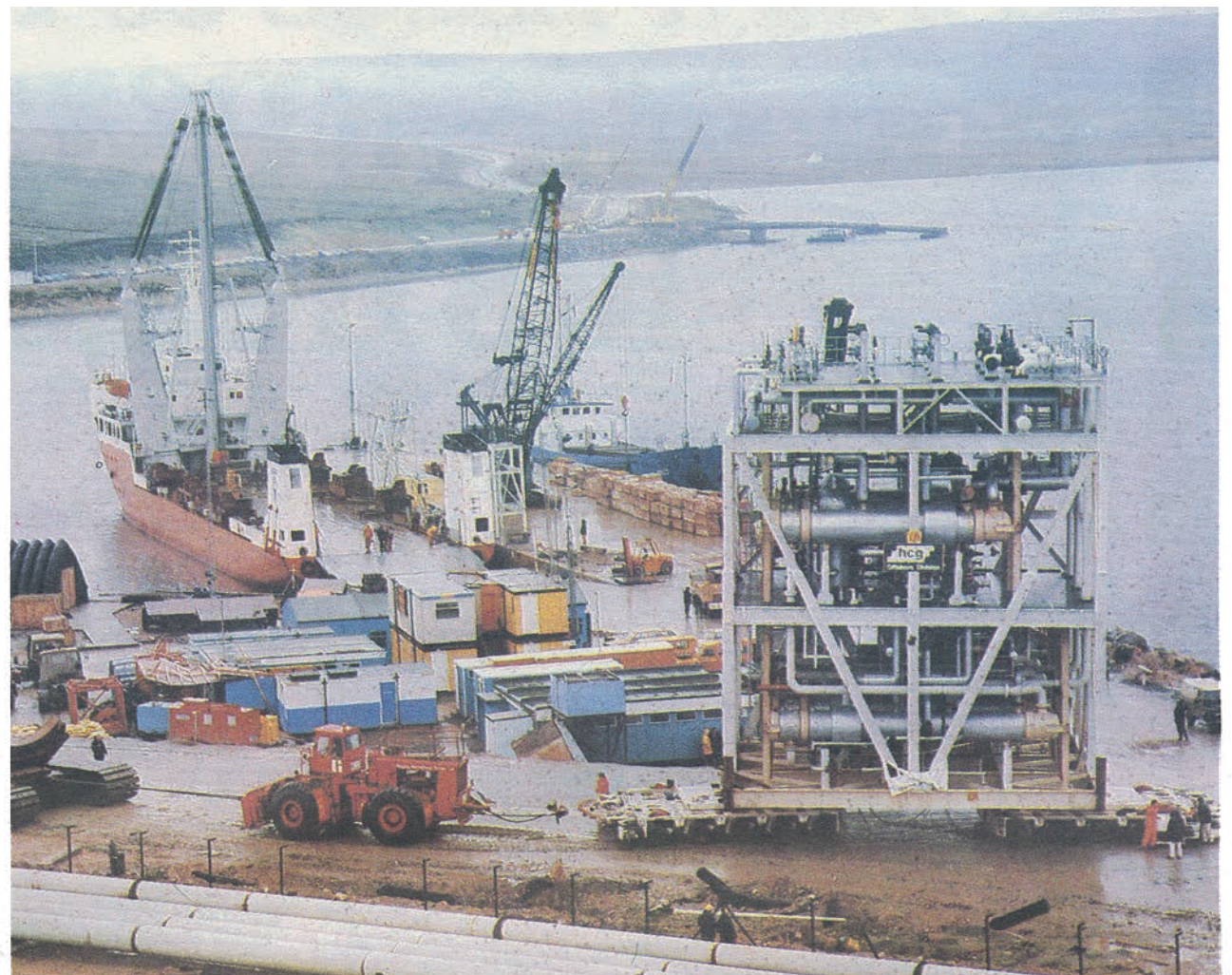
During the last months of 1980 three quarters of the total effort at Sullom Voe was going into the completion of this £400 million part of the terminal.

On the upper terrace five stabilisation trains will each handle up to 47,000 tonnes of oil and

gas every day. Lower down the large green building houses eleven gas compressors that feed the fractionation columns where the gas is separated into fuel for the power station and Liquefied Petroleum Gases (LPG's) for export.

N. G. Bailey's, the electrical and instrumentation contractors, put in 1,800 kilometres of cable in this part of terminal alone, as much as was needed for the whole of the rest of the site. If you have not yet gone metric that makes 2,200 miles in all, as far as from Shetland to Leningrad and back.

The entire process plant is controlled from a blastproof concrete bunker where a shift of only five people ensures the smooth flow of oil and gas.



A pre-assembled unit comes off a heavy lift ship at the construction jetty.

## The top men



Mike Pattinson was appointed manager of the Sullom Voe terminal project in February 1978. He has been with BP for 25 years, mainly in the refining industry. He has worked on refinery projects in Germany and France and has held senior posts in refineries and Crude Oil Sales departments in London Office. He graduated at Cambridge as a Chemical Engineer.

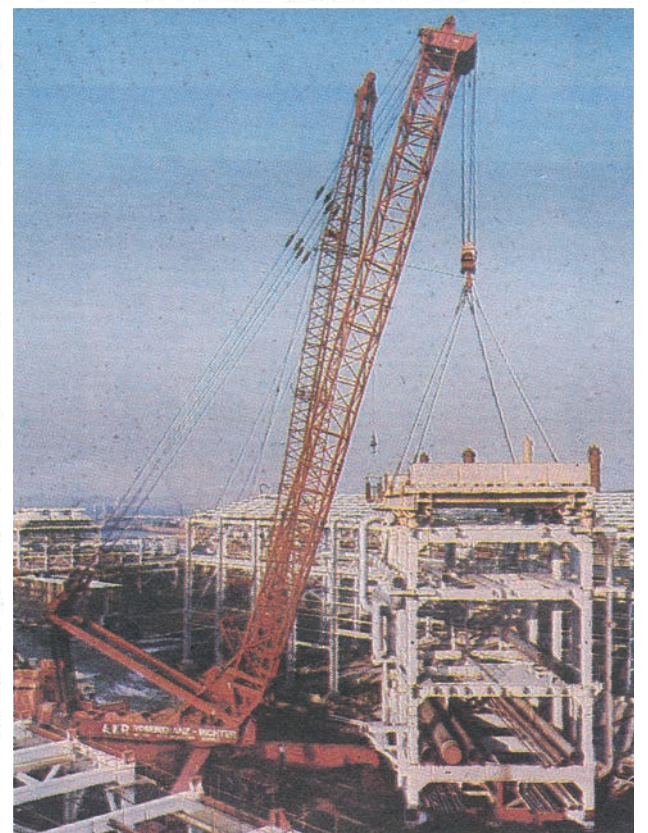


Tom Buyers graduated from Glasgow University and after working in the petroleum industry for a few years joined BP Chemicals, commissioning the first petro-chemical plant at Grangemouth.

His first involvement in Shetland was when the Government "borrowed" him as Director of the Scottish Petroleum office and later Engineering Director of the Offshore Supplies office. Returning to BP in 1975 he was appointed

Project Representative in Shetland for the terminal. Tom became commissioning manager in 1977 and eventually left Shetland last year having participated in the start-up of major parts of the terminal.

## STEADY



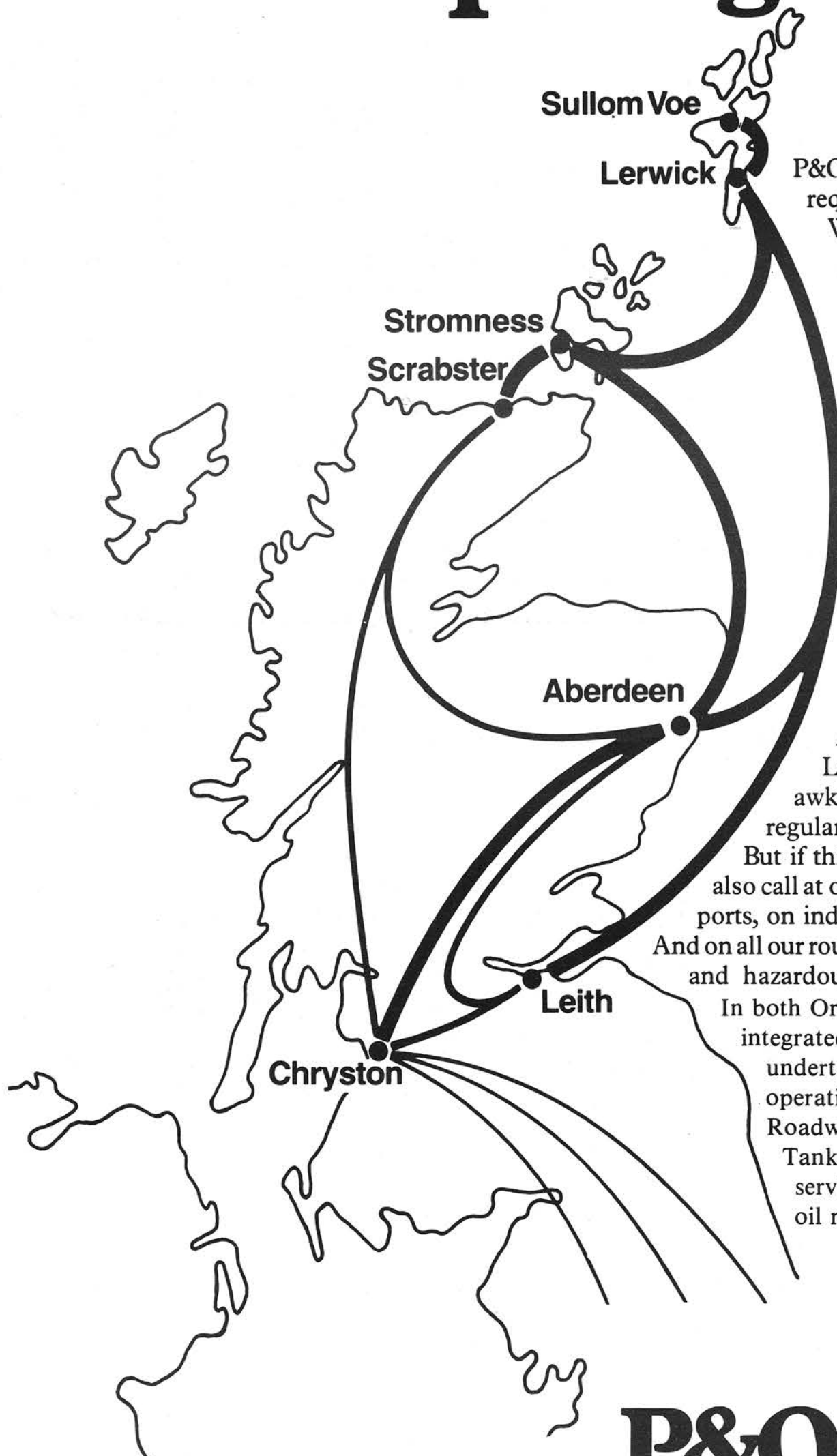
## AS SHE GOES!



A fractionation column is lifted carefully into place. Above, one of the pre-assembled units is positioned with a giant crane.



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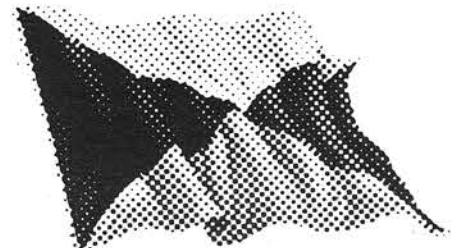
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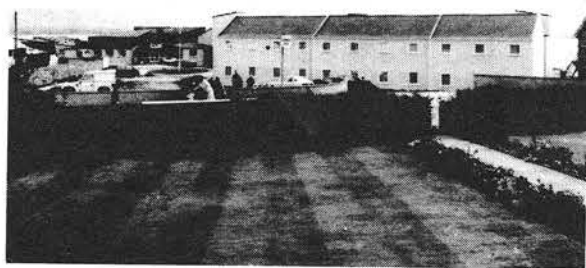
## Pipe and wire — miles and miles and miles of it



The plant at Sullom Voe is highly automated so there is as much low-voltage instrument wiring on the site as there is high voltage power cable. These coloured-coded cables were installed by N. G. Bailey's in the trench between the LPG chilldown plant and the offsites control room.

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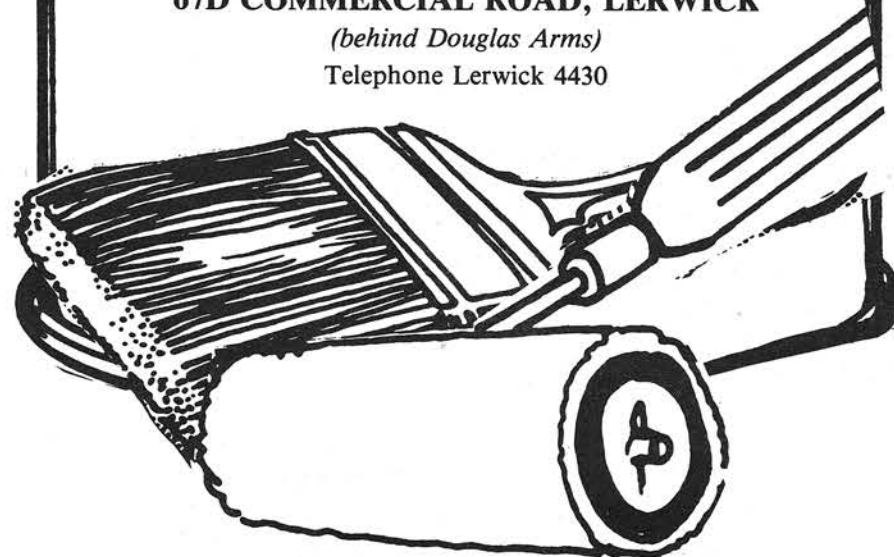
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# Making the terminal work

## Tom Harris explains

The rocks of Wales have played a large part in our understanding of the earth's history and Dr Tom Harris is one of the many professional geologists who have come across the Welsh marches to join the oil industry. He began his career with the Iraq Petroleum Company after completing his doctorate at the University of Wales in Aberystwyth in 1958. After just a few months at head office he was posted to Qatar and spent most of the next sixteen years in the Middle East.

Tom Harris moved up fast to progressively more senior management jobs and by 1971 he was once more in Qatar as operations manager for IPC. While he was abroad he married and has two daughters, now aged 20 and 17. In December 1975 Tom joined BP and spent three years co-ordinating the company's deep water explorations and working on the deepwater drillship project. He came to Sullom Voe as operations manager in 1978 and has been in charge throughout the critical and often tricky process of starting up an oil and gas terminal in the middle of a vast construction site.



DR TOM HARRIS

not on his agenda and questions about local politics between BP and the SIC are deftly lobbed upstairs to the Sullom Voe Association where the terminal manager sits as a non-voting observer.

After all those eventful years in the Middle East we wonder if Tom found Sullom Voe a bit tame?

"It's the very opposite," he says "because in running a terminal you encounter all the major features of the oil business and the job interest is heightened by being distant from the rest of the UK. We have to be self-sufficient to an unusual degree. As long as the operations are carried out satisfactorily we're left very much to get on with it. We have, for example, our own power station and our own fire brigade, although we can call on the Northern Area Fire Brigade in Brae and Lerwick. We procure most of our own materials and hold a high level of stores and spares because we can't just pick up the phone and get things delivered as you can on the mainland. Then we have our own accounts and administration departments and the terminal's own guide to personnel policies. It's all very interesting, quite apart from the actual operations and engineering aspects of the terminal."

### Out on our own

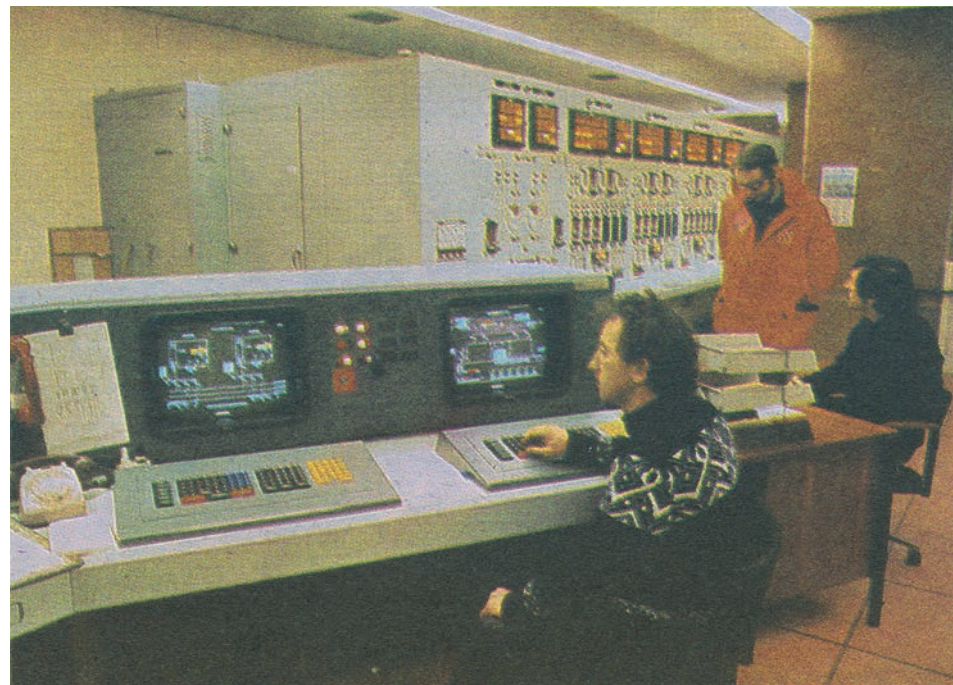
"Again, because we are out on our own we have one of the best anti-pollution sections anywhere, with highly trained people and nearly a million pounds' worth of anti-pollution gear in store and ready for use."

"At the same time we're constantly commissioning new plant. It's not like coming into an operation that's been running for some time. Eric Thomas, my commissioning manager, has a wealth of operating oilfield experience and for the commissioning phase we have more than a hundred extra staff added to our permanent workforce. It will be like this until early in 1982 when we will come to the end of a three and a half year commissioning phase."

"The overlap between construction, commissioning and operations is very complex, as you can imagine; and far from being tame it's constantly stimulating — and sometimes frustrating too. Another aspect is that we are starting from the grass roots as far as training goes. We are working in a community that is not used to major industry, even though we've found that the Shetlanders are skilled and able. We also have outside people coming in with all their problems of settling down in an unfamiliar place. In all, it couldn't really be more complex and it keeps us very busy. I can't say I noticed last winter's bad weather that much — I was too busy."

"During this commissioning phase it's very far from a nine-to-five job. I come in at eight and often stay until seven in the evening. I'm often here at weekends too, simply because I'm interested in how things are going. Now this pace of work can't go on forever. It places a great burden on the staff and on their families but it's inevitable when you're starting something up. Many of the experts we've brought in for commissioning are used to this hectic overburden of work but on a long-term basis it is the management's job to see to it that when commissioning is completed next year the workload should taper off so that the people who work here can have a more relaxed life."

"Just now this is a particularly challenging place to work, particularly for local people who are getting to know the equipment they work with and are adjusting to the unfamiliar patterns of shift working. It's tiring but it's also very absorbing."



In the offsites control room (above) operators check panels of dials, switches and warning lights which tell them where the oil is flowing and the levels in the sixteen crude oil tanks and four LPG tanks. Below, operators check out equipment on the ground while keeping in radio contact with the control room.



### The Welsh wizard

Tom Harris is a determined speaker with powers of concentration and an eye for detail that frequently amaze his visitors. The conversation may meander off but Tom always brings it back to the essential points in exactly the right order. He has a disconcerting habit of closing his eyes and clasping his hands together on his desk when speaking to you. It gives him the air of some inspired Welsh visionary but Tom Harris's table talk is very much down to earth. He does not take kindly to being interrupted and you get the impression that Doctor Tom does not suffer fools gladly. A bit of an authoritarian, perhaps? Yes, but in the most charming possible way.

### No politics

Tom Harris would make a splendid Secretary of State for Wales if only you could think of which party label he would wear. Politics is definitely something

"We've evolved a new kind of shift system here specifically to fit in with the more traditional activities of people with crofts to work and peats to cut. The system was worked out by the employees themselves and it came up through our

consultative committee. In the winter months we'll be working eight hour shifts which is reasonable in the months of long nights and bad weather, but from May to September we'll be operating a new twelve hour shift system. Basically it gives an operator four days off and four days on (two twelve-hour day shifts and two twelve-hour night shifts).

"It's taken time to work this out but I believe it demonstrates how we are willing to fit in with the Shetland way of life. People will work the same total hours on this summer shift system but at times that are more convenient to them. We have also arranged things so that day-staff and shift workers work compatible hours. Otherwise this could be a source of friction."

### Keep in touch

Tom Harris believes that this agreement demonstrates the value of the terminal's consultative committee. He chairs its meetings every two months and says it is a place where people can be open and frank about their problems, whether the issues are about the workplace, about the cost of living in Shetland, or about housing and schooling.

As well as this committee there is a formal system for talks between the management and the unions who represent the workforce, although at present the office staff are not fully unionised. A procedural rule book was agreed shortly after the terminal started handling oil and there is now a standing committee of management and union representatives. Not that Tom gives an inch on management's right to manage.

"Not everything management does is good news," he says "but we have to have a place where we can explain why we are doing things that may not be popular."

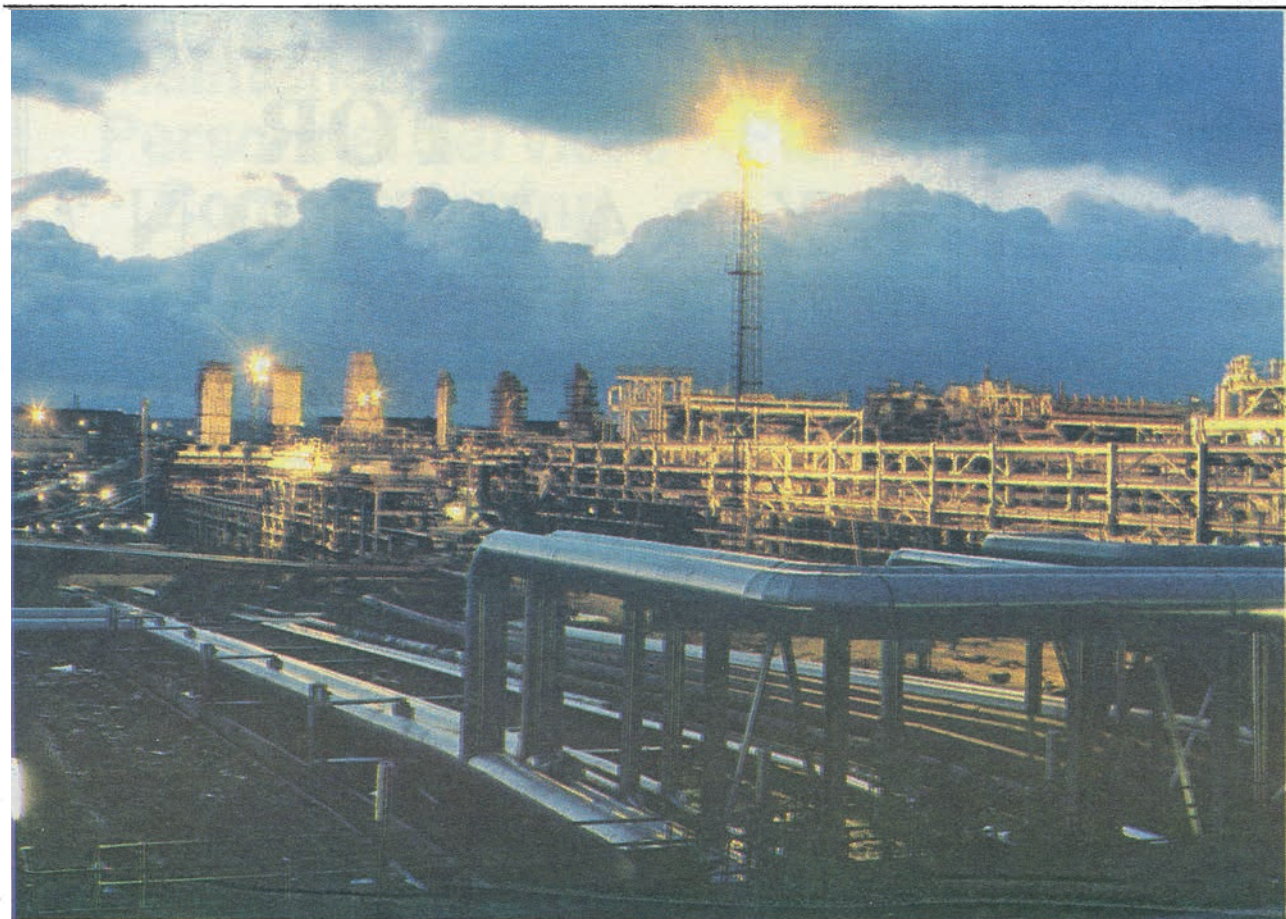
Coming from a background in the Middle East, Tom was unfamiliar with union negotiations when he arrived at Sullom Voe. He admits that there was a difficult period during the two major sets of negotiations at the terminal to date but reckons they have come out of it very well.

"It's a small workforce but there are many different trades here," he says "so a formal structure is important but it isn't everything. You have to pay care and attention to your relationship with the employees and this is very time consuming. I believe the terms and conditions here are in keeping with those elsewhere. I have nothing to hide and I want to be well informed and well advised. I reckon I spend nearly half of my time dealing with the problems of people rather than machinery."

### Interference

Back to the problems of working an oil and gas terminal in the middle of Europe's biggest building site. Tom agrees that there have been difficulties. "You have to be very alert and there is a degree of interference. Take jetty one, for example, the one that will handle gas as well as oil. When it was ready in 1979 we used it for oil tankers but since the middle of last year it's been handed back to construction for completion of the gas installations. Even so it had to be in a 48 hour state of readiness in case we needed it."

(Continued on page 57)



Using two million pounds' worth of floodlights the contractors kept up a twelve-hour day even in the darkness of a Shetland winter. This night-time scene shows part of the process area nearing completion.

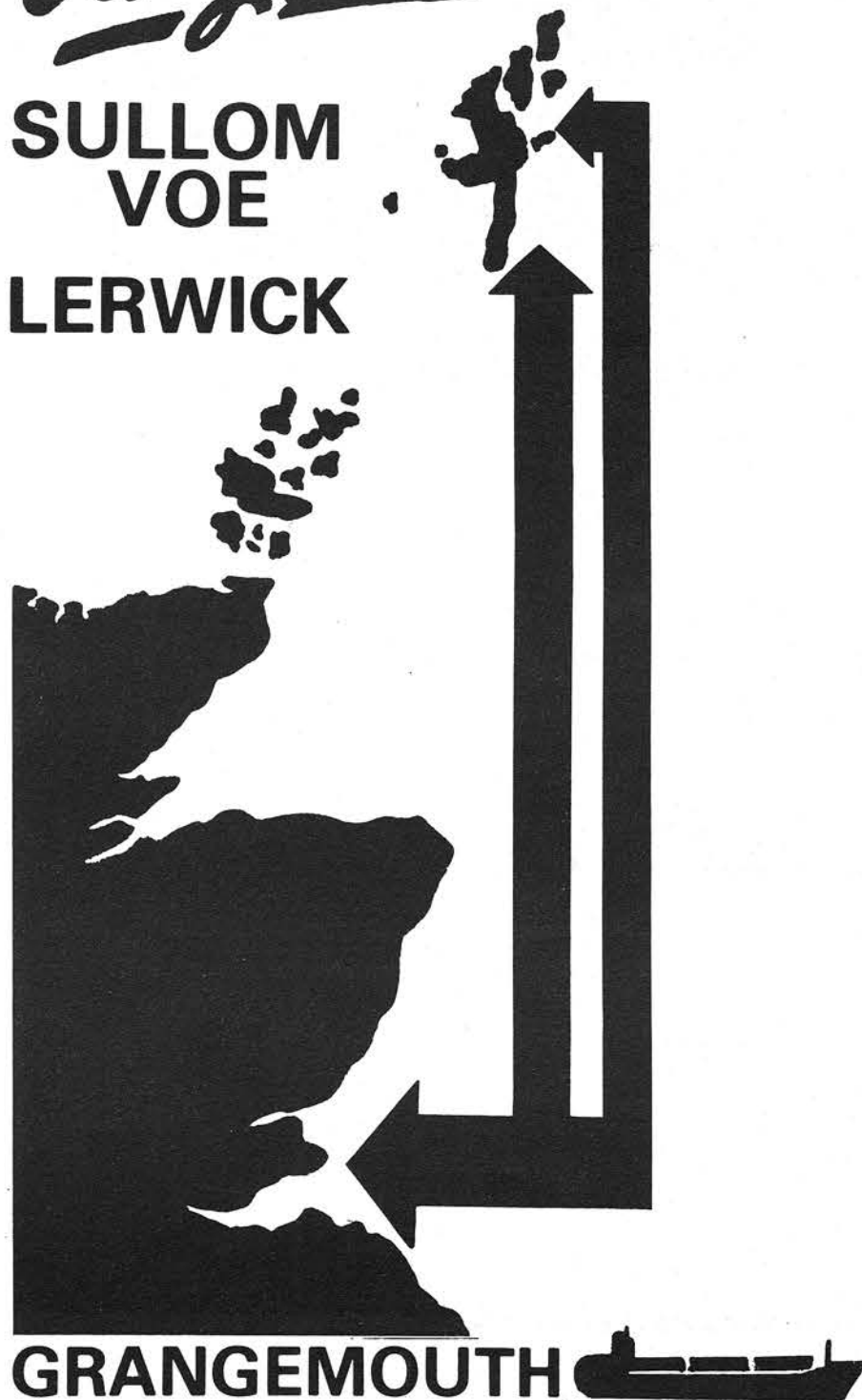


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## Making it work

# Overlap with construction

(Continued from page 55)

"On the other hand, there are certain advantages from the overlap of construction and operation. You start up with fairly simple equipment and your workforce gets to know how to work with the plant in stages. The operators grow with the terminal, if you like. Operations staff are closely involved with the commissioning and this means they become totally familiar with equipment as they set the levels in vessels, check instruments and so on. They know the machinery as well as the dials and buttons in the control room.

## Starting up

Tom Harris is preoccupied at present with the highly complicated process of getting the gas plant working. It is a business that takes many months from the first crude oil being piped into the process area to the first shipments of LPG and deliveries of fuel gas to the power station (which at the moment is running on diesel fuel imported from south.) As each part of the giant plant is plugged in, the pipes, valves, vessels and instruments have to be tested and double checked. It is a very big job to start up what is in effect an enormous automated factory and only when the dead crude has been through will the first gassy oil arrive from the platforms later this year. The LPG gases will be stored in special refrigerated tanks but you can't just pour very cold liquid gas into a storage vessel at room temperature. The steelwork would crack, so the temperature inside the tank has to be lowered progressively until it is cold enough.

The first gas in the terminal won't come through the pipelines at all. It will be shipped in, first a small amount in a road tanker and later a larger volume in a special gas ship. So jetty one's first gas cargo will be imported rather than exported. Apart from its use in cooling down the LPG tanks there must also be gas to burn in the pilot lights on top of the various flare stacks around the site.

## De-rating

After a tour round the gas plant the visitor might be surprised to learn that there is some debate about whether or not this is an industrial process. If the gas plant qualifies under the law as an industrial process then in theory this part of the site would be entitled to industrial derating of 50 per cent. It would be a pleasant windfall for BP and the partners, but an annoyance and an embarrassment to the Shetland Islands Council which depends for the lion's share of its revenue on the rates paid by the terminal. The debate will be long and hard and it is a discussion Tom Harris does not want to get involved in personally.

## Simple operator?

"I'm just a simple terminal operator," he says and points out that his contacts with the SIC are very much on a day-to-day working level, particularly with the staff across the water in SIC ports and harbours at Sella Ness. At this level, and in committees such as the Sullom Voe Oil Spills Advisory Committee (SVOSAC) and the Shetland Oil Terminal Environmental Advisory Group (SOTEAG), Tom Harris reckons the relationship is a pretty sound one. "Differences of opinion exist, of course," he says "but I don't believe they are severe."

As an example of how the terminal works with the council, Tom cites the appalling weather of December 1980 and January this year. In two months the port was closed by weather more often than it was open. With some crude oil tanks still under construction the tank farm

was filling up. When your tanks are full and you cannot load tankers for the wind, let alone get them out to sea with their cargoes, you eventually have to start shutting down pipelines offshore and that is a very expensive and awkward business indeed.

At times, even when the weather was calm inside the harbour, there was far too much northerly swell out at the Ramna Stacks to put a pilot aboard in the normal way from the launches Sullom Spindrift and Sullom Mareel. Ports and harbours co-operated by agreeing to have pilots landed on tankers by helicopter, and by re-routing the pilot boats to the more sheltered waters off Colgrave Sound between Yell and Fetlar where a pilot could board in safety. Colgrave Sound is several hours steaming from Yell Sound so things had to be very tightly co-ordinated to make sure that the pilot got there in time for the ship to catch the "weather window" and pick up her tugs off the Muckle Holm. The pilots worked long hours and there was constant contact between Sella Ness and the terminal. It was something Tom Harris and his staff appreciated and they are eager to say so.

## Surface tension

The main areas of tension seem to have been when oil was spilled in the terminal or when the SIC wanted to stop a tanker entering or loading because she was believed to be a problem. After the initial rows of 1979 and early 1980 things seem to have settled down, largely because of the very strict safety procedures that have been imposed and the fact that sub-standard ships are not welcomed either by the port authority or the terminal. In the past there have been occasions when the "hot line" between the port director and the terminal's operations manager was glowing white hot but these days it seems the wires are a lot cooler.

## Hiring the locals

The terminal has been under pressure from the council to employ as many Shetlanders as possible. This is a philosophy Tom Harris agrees with, for obvious social and economic reasons, but how do you decide who is a "Shetlander" and who is not?

"Domicile is the only qualification" says Tom, but he is encouraged to see that people from places as far away as Whalsay and Bressay are making

their own arrangements about digs and getting jobs at the terminal. He says he takes a personal interest in every new recruit to the terminal's permanent workforce. People who are happy with their accommodation and transport cause fewer problems for the operations manager but some problems are intractable, such as the demand for jobs from Yell people who find that the ferry timetables just do not fit in with the shift system.

## Poor reading

Another bugbear is the level of complaints from incomers about the social and community facilities in North Delting. Tom admits that "we've taken a bit of stick on facilities in the Delting area." The Sullom Voe district plan was to have community facilities ready by this stage but a recent survey showed that the reality did not match the optimistic plans of the mid seventies.

"The sections on Mossbank and Firth" Tom says, "make poor reading, although there is active interest in schemes such as the new Mossbank Hall. There is no doubt that the incomers have found it very difficult in the first few years. I'm afraid it's all part of the mechanics of settling in."

If the facilities in the parish are found wanting, one immediately thinks of the variety of social and recreational facilities at the two construction camps. The idea was that the permanent buildings at Firth would eventually be for the use of the local community, including people who do not work for the terminal.

There are several problems with this, not least of which is the terminal's continuing need for beds to accommodate maintenance staff, visitors and the people who would have to be brought in to deal with any emergency or major oil spill. At the last annual general meeting of the terminal's sports and social club (of which Tom Harris is the president) there was an overwhelming feeling that facilities should be shared between the terminal and the North Delting community. Tom put his neck on the block by promising that the issue of what to do with the construction camp facilities would be resolved before the club's next AGM. The terminal has already produced its own working paper on the problem and a special group has been set up to thrash out the issues. The trouble is that whatever decision is taken about the camps it will be the wrong

# A little bit of Leicestershire in Sullom Voe

Melton Mowbray in Leicestershire seems an odd place for headquarters of a shipping line bringing cargoes to Shetland but the Midlands town is indeed the base for Shetland Line, registered in 1975 as one of the 25 companies in the Melton shipping group.

Shetland Line started out with a chartered ship running construction material for Sumburgh airport from Boston in Lincolnshire but the business soon expanded to include regular cargoes for Sullom Voe and Lerwick. Shetland Line now has its own ship, the Melton Viking (pictured below loading cargo for Shetland) and it also charters ro-ro and conventional tonnage, much of which is used to bring in goods and equipment to the Calback Ness construction jetty.

The firm now has an interest in a Shetland road freight company, John Kelly Transport Ltd. Earlier this year Shetland Line was awarded a government price support grant by the Scottish Office, along the lines of the grant already given to P&O Ferries. The subsidy also goes to the long-established Lerwick firm, Hay and Company, whose two ships Lerwick Trader and Shetland Trader have also played their part in the building of the oil terminal.

David Wilson, director of Shetland Line, believes it is important that there is competition on the sea freight routes to Shetland and says that although the subsidy will not benefit Shetland Line directly it does provide "a boost to trade in this nationally important sector of the North Sea as well as benefitting the local community in the form of cheaper freight rates".



decision for someone.

Will Tom be here to see the problem resolved? Surely there is pressure to move on to higher things once the terminal is running routinely? Tom says he's heard rumours of at least four different jobs he's supposed to be going to imminently but as far as he is concerned no one has told him he's due for a shift. Certainly for a man who has been accurately described as a "workaholic" there will be no lack of work for him here in the foreseeable future.

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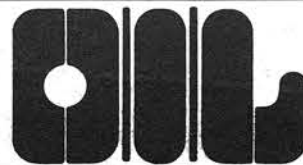
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# And up she went — at long last



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The terminal's main flare stack was the most publicised snag of all, though not the most serious.

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The design engineers had another look at it and decided that although it would stand up it might not stand being *lifted* up.

So they re-designed it, as well as fixing some faulty welds in the thick steelwork. It took over a year to do it, by which time the manufacturers were

no more.

At last, in February this year, everything was ready — except the weather. On the morning of 8th February, eight hours after a hurricane had blown a tanker off jetty one, the hoped-for lull arrived. By lunchtime the stack was up, after a superb piece of precision lifting by Rigging International's massive derricks, winches and steel cables.

That is good news because the flare is the major part of the terminal's insurance policy. Any unexpected rush of gas is instantly burnt off at the top where it should do no harm to anyone.



February 8th 1981. Rigging International have been waiting over a year and now they can go — the main flare stack went up in fine weather but by evening it was blowing a 50 knot snowstorm.



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# The port of Sullom Voe

## Council's crucial role as harbour authority

You cannot run an oil terminal without a harbour and one of the many unusual things about Sullom Voe is that the local authority is also the port authority. Sella Ness is very much separate from Calback Ness, in style as well as physical distance. Our Thursday afternoon visit found the place an island of calm after the frenzied activity across on the terminal. Just a routine, quiet afternoon shifting a loaded 200,000 tonne supertanker from jetty two with some of the most powerful harbour tugs in the world.

Everything was very relaxed and hushed, with the automatic electronics clicking away in the background and conversations in Italian and broad Shetland crackling over the radio telephone loudspeakers. Italian was the language being used from the bridge of the tanker to the forepeak but everything else was conducted in the laconic tones of the dialect. Unlike the terminal, the harbour is long past the commissioning phase and life settled down into a fairly regular routine, though moving over a million tonnes of oil a week in ten tankers is no mean feat in a port with some of the most difficult weather and approaches in the world.

The present port director, Captain Bert Flett, was here as deputy to Captain George Biro when the Sella Ness part of the project was just a gleam in the eyes of Peter Fraenkel and Partners, the SIC's consultant engineers. Bert has seen all the memorable days, like the morning when the Shell owned Donovanian became the first tanker to berth at Sullom Voe in October 1978. He has also seen the more unhappy times like the months before and after the resignation of Captain Biro as port director. No account of Sullom Voe would be complete without a tribute to George Biro, who saw the port through its crucial early stages and laid the foundations for its present successes.

The new harbour's first office was at the Market Cross in Lerwick back in 1975. Here Captain Biro and Captain Flett did much of the detailed planning and organisation with Peter Fraenkels to get this project going. Later they moved to a portacabin on Sella Ness, sharing the sea of mud with contractors Christiani and Neilsen, Knockbreda, George Dew and others.

### Hostility and scepticism

An unusual feature of the job was that the SIC had little expertise in building ports and harbours so Fraenkels had a very free hand, while at the same time being subjected to extraordinarily detailed scrutiny by councillors, the media and the public. As with the terminal itself, there was considerable local hostility to the whole idea and in particular a large amount of scepticism about the proposal to use Yell Sound as a tanker channel. Added to these local political difficulties was the fact that most of the people who would be appointed by the SIC to operate the port had not been hired when work began, so Captain Biro and the consultants had to assess in advance what the operators' needs would be. Like everything else connected with Sullom Voe it proved to be very far from straightforward.

### Building the jetties

One thing was in their favour — very few places have such deep, sheltered water so very close to the shore and the jetties

that Christiani and Neilsen were to build out from Calback Ness could be relatively short. Even so they were to cost about £47 millions between the four of them.

The jetties are based on tubular steel piles driven down into the granitic bedrock in up to ninety feet of water. The concrete decks that sit on top of the piles show the same accent on prefabrication that is found on the terminal. Similar problems with labour and accommodation forced the contractors to do as much of the work as possible in the south — for example most steelwork was fully formed and treated before being sent to Shetland.

The jetty heads and decks were precast in Christiani's yards at Sella Ness and floated across the voe on barges before being lifted into place. A number of pioneering techniques were used to save time, for example the system of casting the jetty heads in "trays" which used precast floor and side sections in much the same way as traditional methods use wooden shuttering. Precasting was also used for the berthing dolphins which flank each jetty, and the connecting steel walkways were prefabricated on the mainland. In all it took over 16,000 tonnes of steel and nearly 30,000 cubic metres of concrete.

### Why Sella Ness?

While Shetland's biggest ever harbour works were going ahead, work had already begun at Sella Ness on the Port Control Building, and on a complete mini-harbour for the port's tugs, mooring boats and pilot launches. Why Sella Ness, why not on Calback Ness itself? One reason was that Sella Ness has the best overall view of the terminal and Sullom Voe, although it needs a radar scanner on Calback Ness itself to see over the hills and out into the Yell Sound tanker channel. Another reason was that it makes good sense to keep your firefighting tugs out of the way of tanker berths except when they are actually needed and Sella Ness is exactly the right distance from the jetties for both safety and accessibility in an emergency. Another reason was perhaps that with the SIC running the harbour as a quite separate entity from the terminal it was convenient to operate from their own self-contained base.

### Impressing the Chinese

A harbour and some jetties do not constitute a port these days and much of the expense was for a sophisticated navigational aids system that is the equal of any in the world. Decca supplied radar to the most modern standards. The harbour radar is an essential check on the efficiency of the radar equipment and operators on the tanker bridges. Decca's work at Sullom Voe was recently inspected by a delegation from the People's Republic of China and as a result the Chinese will be buying a similar system from the company.

Stone Platt Ltd installed a complicated system of navigation buoys to mark the channels and a number of new minor lights to mark the dangers of Yell Sound and Sullom Voe. Prefabrication was again the order of the day, as with the new major lights installed by the Northern Lighthouse Board outside the SIC harbour area — for example at Gruney Isle and the Baga Stack. Here a helicopter saved time and money by lifting the ready made lights into otherwise inaccessible places and

in many cases by ferrying skips of concrete for the foundations.

In the approaches and in the port itself, leading lights were laid out to keep the tankers on track and special sector lights were put up to assist the pilots in the very precise manoeuvres needed to bring a tanker alongside at the correct angle. Electronic aids included a remarkable piece of equipment which measures a tanker's exact speed of approach when coming alongside the jetties.

A novel feature of many of the systems installed was that they could be remotely controlled from the operations room at Sella Ness, giving the Sullom Voe marine officers a degree of detailed information and control that is equalled in very few other ports. The man in charge can even adjust the brightness of the Gluss Isle leading lights to suit the weather conditions and the weather itself is constantly monitored by an automatic station at Muckle Holm at the northern end of Yell Sound. Just press a button and a teleprinter chatters out details of wind speed, direction and other data essential for safe handling of big ships. This weather monitoring system is backed up by a special section at the Lerwick Meteorological office which provides detailed forecasts at regular intervals or as required. (A service monitored with interest by local fishermen).

### Radio repeaters

Even the port's radio system has some unusual features. In addition to seven VHF channels from port control's mast there is a remote repeater station at the Eshaness lighthouse in Northmavine. This extends VHF radio coverage to tankers out in the western approaches to Shetland. If the mains fail there is a battery backup system and important parts of the radio equipment are duplicated in case of serious faults. So far there have been remarkably few teething problems with the port's communications and navigation aids, apart from snags with some lights that have now been sorted out. Captain Biro intended Sullom Voe to be the "Rolls Royce of ports" and to a large extent he and his successor have succeeded in their claim.

(Continued on page 63)



The view from Sella Ness control room

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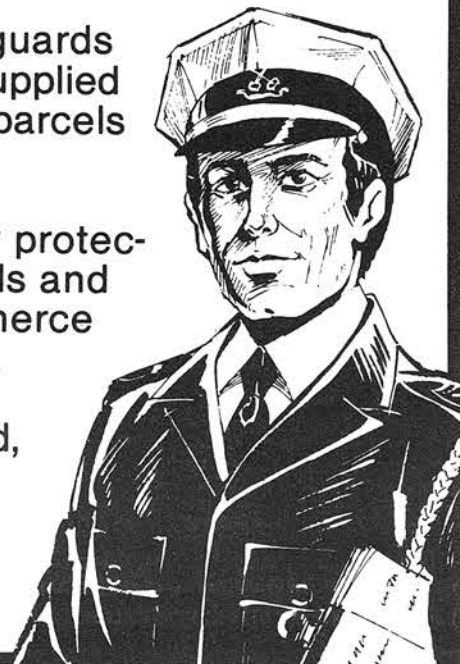
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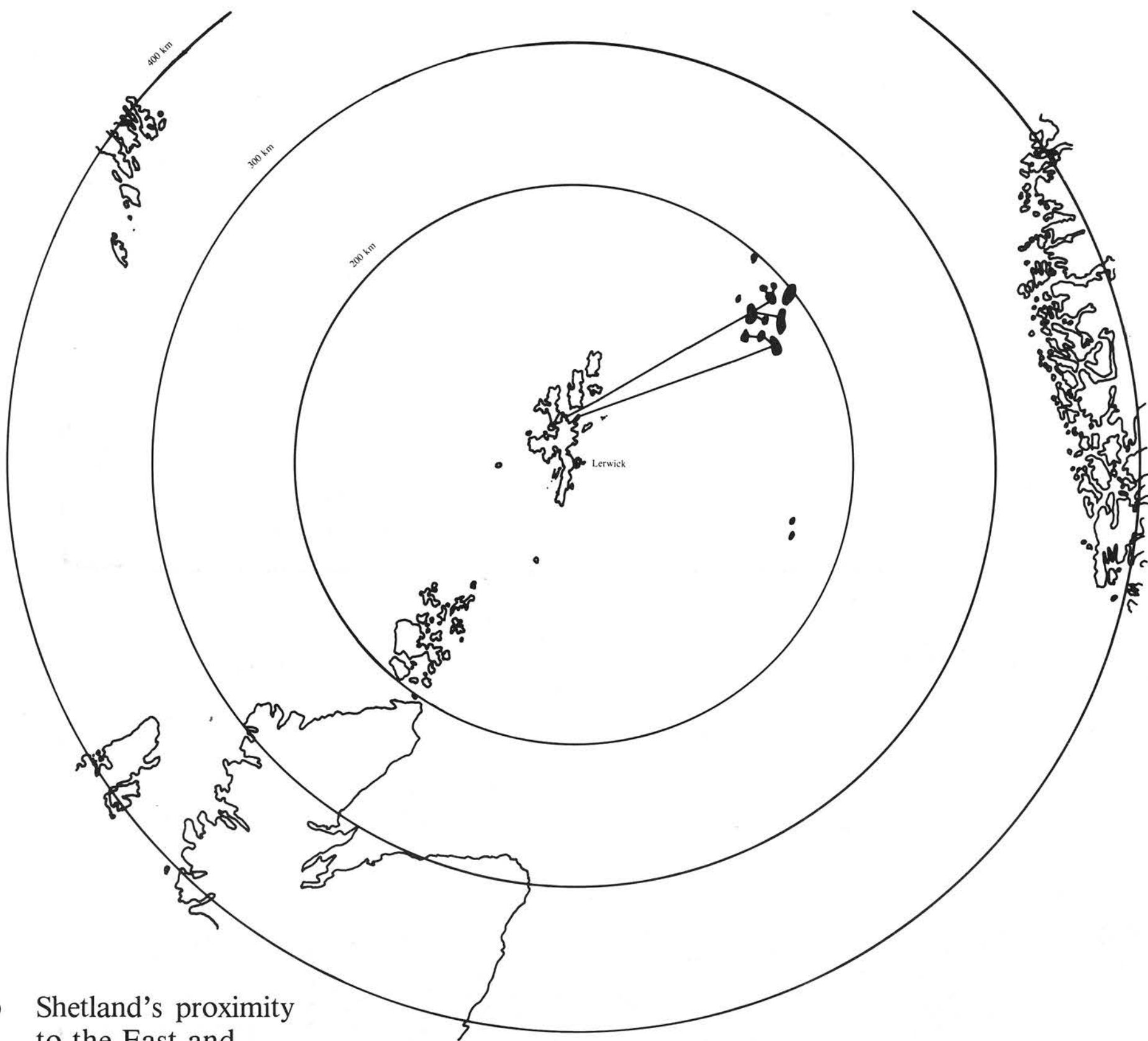
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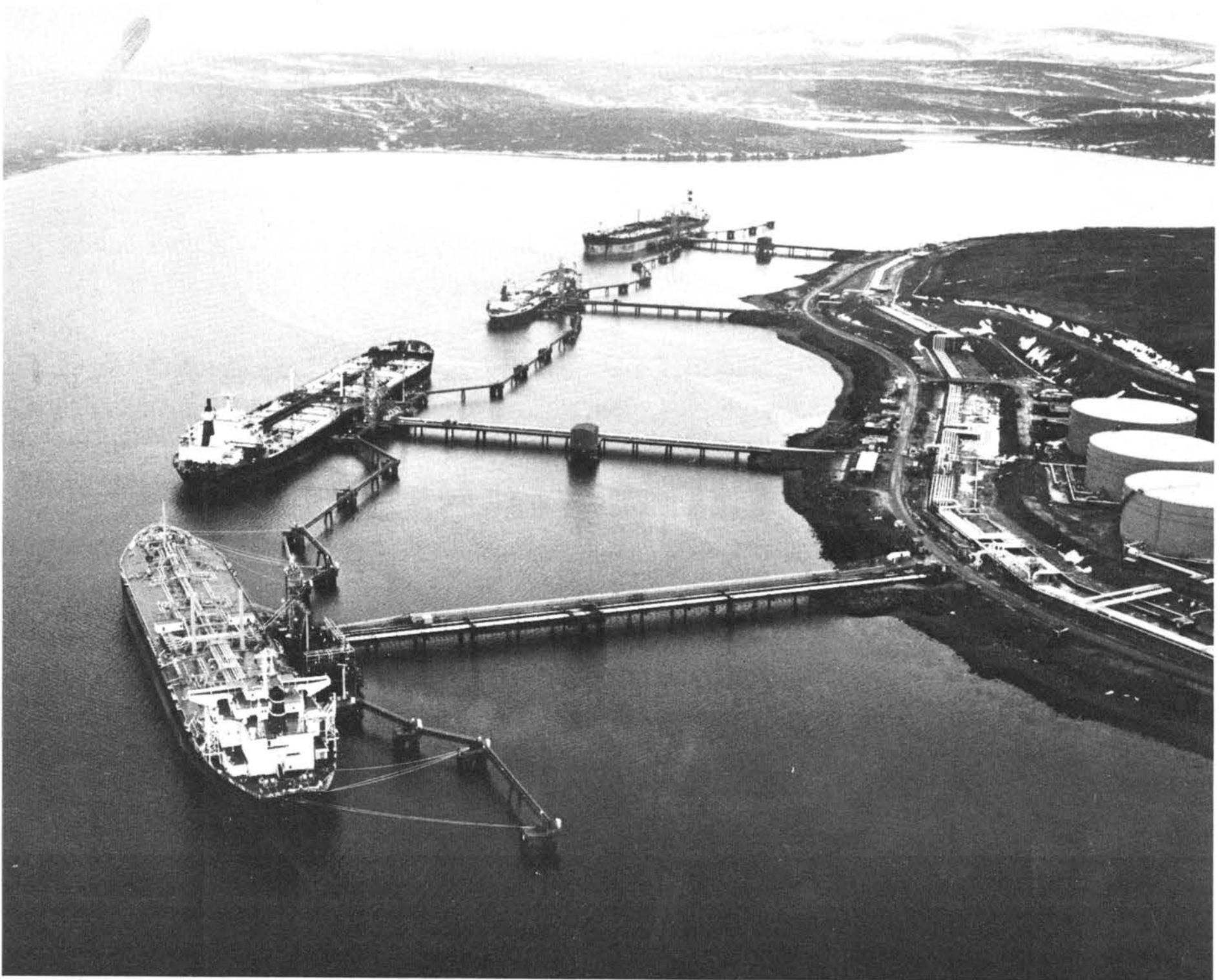


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## The port of Sullom Voe

# In the oily wake of the Esso Bernicia

(Continued from page 59)

Undoubtedly the biggest trauma occurred in late 1978, shortly after Captain Biro departed to take up an even more exacting post at the brand new port of Jebel Ali in the gulf state of Dubai. Captain Biro resigned after he had been publicly criticised by the SIC chief executive, Mr Ernest Urquhart. One of the several points at issue was the number and type of tugs available in the harbour and the Esso Bernicia accident on 30th December 1978 at first seemed to bear out some of Captain Biro's fears and warnings. Early on he had asked for highly manoeuvrable "tractor" type tugs as well as the extremely powerful but less manoeuvrable Kort nozzle tugs supplied for Sullom Voe. That request was made back in 1976. The then chief executive, Mr Ian R. Clark, did not take up the suggestion and only recently has it been agreed that two tractor tugs should be added to the Shetland Towage fleet at Sullom Voe.

Two years later the SIC's report on the Esso Bernicia incident is about to be published, but the essential facts of the case are well known. As the Esso Bernicia was being manoeuvred alongside a jetty a fire broke out in the engine-room of a tug. She had to let go her wire to the tanker's stern. Other tugs were not able to take up the tow in time. The weather was far from ideal (a typical Shetland winter night) and the huge ship hit the jetty and the dolphins too hard,

tearing a gash in her starboard quarter and rupturing a fuel tank. Jetty fendering has since been improved so that a similar incident could not happen again.

Eleven hundred tonnes of heavy fuel oil spilled into the voe and in the ensuing days of arctic weather attempts to contain and clean up the oil failed — to the extent that hundreds of tonnes of it escaped into Yell Sound where it killed thousands of seabirds and oiled not a few sheep and otters into the bargain. As environmental disasters go it was not a big one but it has taken two years for the physical traces of the oil to weather away. It will take longer for the political effects to disappear and paradoxically the Esso Bernicia incident may yet be seen as a long term benefit to the Shetland environment and the oil industry's image.

### Effect on morale

The initial effects were horrific enough, not least on the staff of the ports and harbours department, where morale was already low because of ill feeling over Captain Biro's public pillorying and subsequent resignation. Across the water BP also got a bad press. Although the company could not be held responsible for the damage to the Esso Bernicia it was BP's equipment that failed to prevent the escape of the oil into Yell Sound.

Earlier in 1978 Captain Chris Hunter, the SIC's first oil pollution control officer, had predicted before he resigned that

it was not a question of whether Sullom Voe would be an ecological disaster but when. A spate of illegal tank washing by unscrupulous captains off the Shetland coast followed the Esso Bernicia incident and for a time it seemed that Captain Hunter's prophecy was coming true even sooner than expected.

### Putting it right

The actions taken in the wake of Esso Bernicia, by both sides of the voe, were to test whether or not the oil industry and the council could regain public confidence. By and large they have done so and how they did it is a fascinating story of truly international significance. The immediate results of the Esso Bernicia incident were to be better booms to collect oil, more tugs, better fendering and stricter rules on the weather limits for the port. That had a purely local effect but it was the widespread and deliberate spillages offshore that led to the really important changes.

At first everyone wrung their hands and said there was not much that could be done about it as the rogue tankers and other ships — not all of them by any means headed for Sullom Voe — were outside U.K. territorial waters. Even if you caught them in the act the only thing you could do was report them to their flag state governments and the result would be a derisory and much-delayed fine at the most.

(Continued on page 65)



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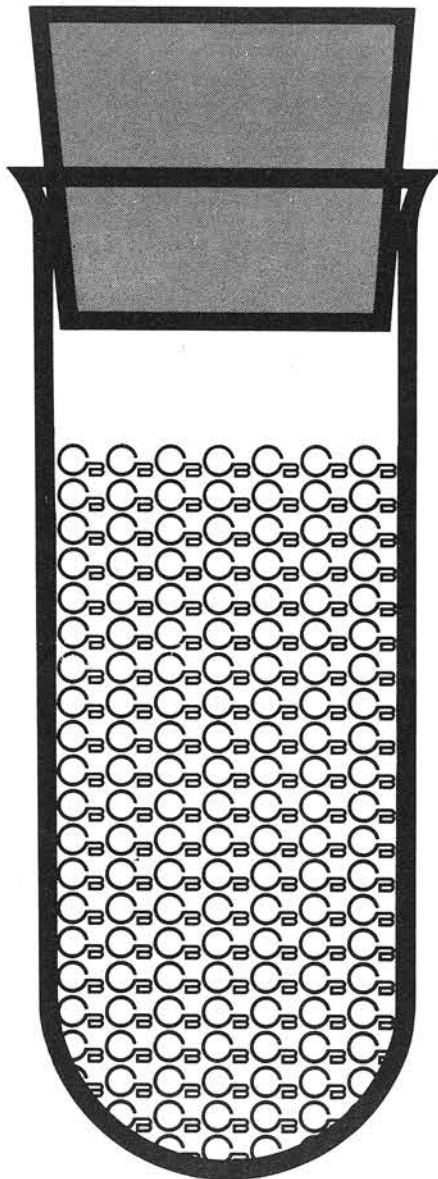
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The port of Sullom Voe

# £47 millions worth of harbour



A Christiani and Neilsen crane barge takes advantage of a high tide to lift the top of an access tower onto the jetty. The job was done with less than an inch to spare, one of the many delicate tasks for crane-drivers ashore and afloat. On the left a flotilla of Christiani's barges gets down to the work of driving jetty piles.

(Continued from page 63)

**LIKE THE REST** of the terminal, parts of the jetty area were in use while others were still under construction. This added to the difficulties caused by some substandard tankers sent in for cargoes.

At this time there were many tankers trading to Sullom Voe that were owned by small companies chartering to the buyers of oil. No one suggested that the well-run tanker fleets of Shell, BP or Esso were responsible for the pollution that caused so much distress around the Shetland coasts but the fact remained that the respectable end of the industry was getting a bad press both locally and nationally. The egg was on the face and spreading by the day as more seabird corpses were washed ashore. Assurances that the problem was not as serious as it seemed and that we should get the dead seabirds into scientific perspective were received with derision by the Shetland people. They wanted action not words.

## Beyond the law

After lengthy negotiations the industry and the council came up with their most successful joint production to date. It was a package that went far beyond what had been agreed by cumbersome international maritime conferences and which was to

prove dramatically effective in the following two years.

For starters, a plane was chartered to make spot checks with a camera on all tankers round the Shetland coast, twice a day. At first it took fairly amateurish photographs (some of which would hardly have stood up in a court of law). Later colour video equipment was installed in the plane for instant playback of films of offending ships — provided you do not erase the tape by accident, as happened on one memorable occasion! Now there is talk of using infra-red equipment to spot even the sly skippers who pump their dirty bilges by night.

## Profitable pollution

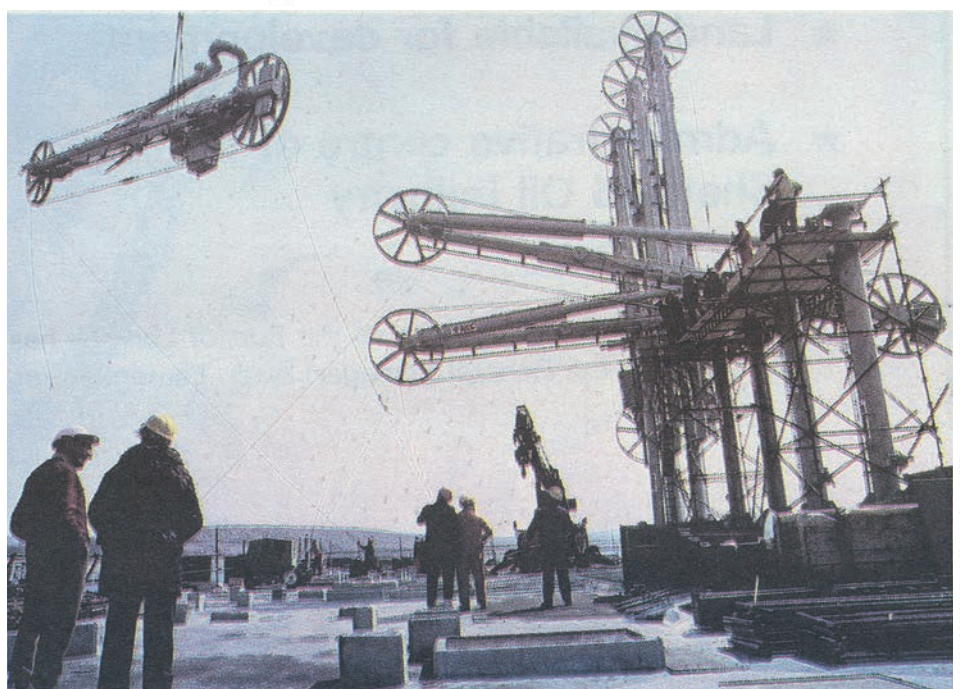
The incentive to swill out your bilges on the way in to Sullom Voe was of course a financial one. Less bilges to pump ashore meant a quicker turnaround time when you loaded at the terminal. This incentive was neatly and effectively removed by stipulating that no ship would be

loaded unless she arrived at least thirty five per cent in ballast. No recourse to international law was needed, just simple commercial constraint.

On top of this the council, with the support of the oil industry, promulgated advisory routes for tankers making a Shetland landfall. In effect these created no-go areas and one of the spotter plane's jobs was to check the corner cutters. Earlier reports had shown tankers sailing between Foula and the Shetland mainland, near the notorious Shaalds reef. On one unbelievable occasion a tanker was reported steaming between the Ve Skerries and Papa Stour. Lightkeepers on the Muckle Flugga helped out by logging and reporting any ship coming too close — on one infamous day a tanker went within a mile of the Out Stack, right in the tide stream off the north end of Unst. Tanker masters were obliged to report by radio when 200 miles out, giving their course, speed and position.

(Continued on page 67)

## An expensive lift



In another finely-balanced operation part of a loading arm is swung into place at the head of a jetty.

## Jetties in perspective



Jetty two is the other jetty with a fire water pump house. Very large pumps feed sea water into a ring main that provides fire cover for the entire site (jetties included) at a pressure of 150 pounds per square inch. The Shell tanker Donovan is seen at the end of the jetty on her first trial voyage to Sullom Voe in October 1978, the first oil tanker ever to berth here.



Jetty four was the last to be built, operating by January this year. This picture from November 1979 shows concrete decking in place with piling still going on at the fire water pump house half way along the jetty.



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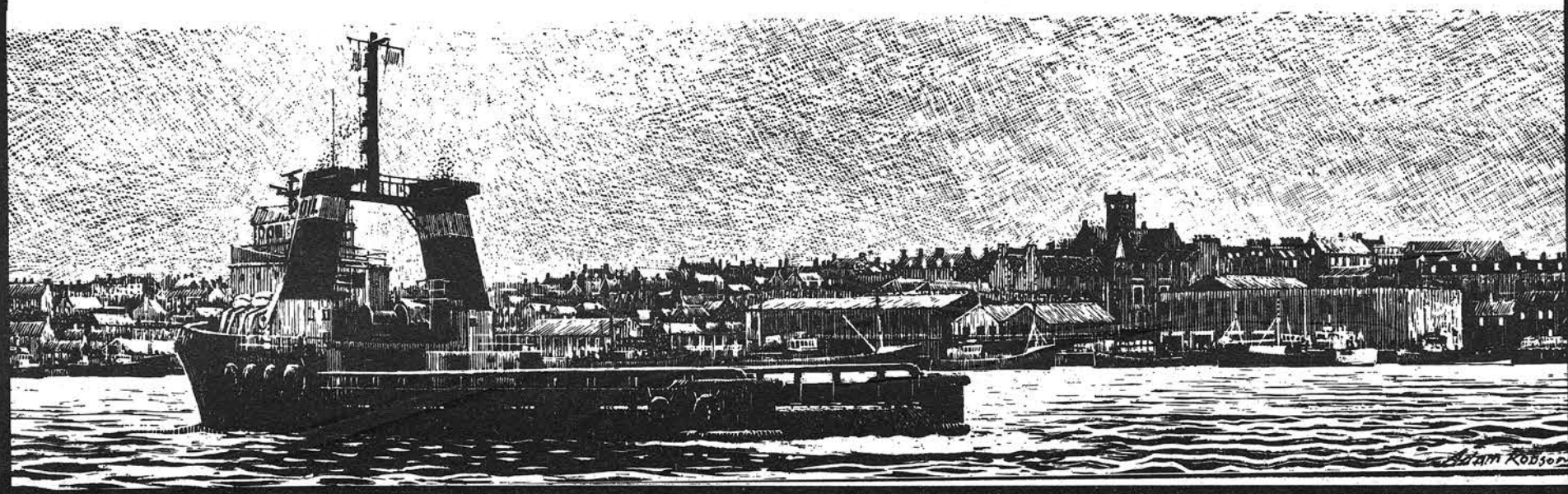
For further details on how the Port of Lerwick has expanded to meet the demands of the oil industry contact the General Manager, A. B. Laurenson, at the:

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## The port of Sullom Voe

# Making sure it never happens again

(Continued from page 65)

The new rules meant that the harbour was now one of the best protected in the world, but that was not enough.

These measures were backed up by a further threat that was used on several occasions. Any ship not coming up to the standards of the port was liable to be delayed for highly detailed and potentially embarrassing investigations by the Department of Trade, who stationed a marine surveyor in Shetland to do just that, among his other routine duties in a busy oilport. To pick out the "rustbuckets" before they arrived the council hired the services of a firm who provide detailed information on the casualty history of every tanker afloat.

The credit for installing this elaborate deterrent must go to many people, not least to Captain Flett, to Mr A. I. Tulloch the SIC convener and to Captain Ralph Maybourne of BP. The word soon got around that Sullom Voe was not a place to send a substandard ship, though by the look of some of

the vessels that were to cause concern later in 1979 and well into 1980 the news did not travel as fast as it might have done. As a result Sullom Voe really is becoming the Rolls Royce of ports and the Shetland public, at first highly sceptical about the good intentions of the SIC and the oil industry, has slowly but surely been persuaded that perhaps every effort is being made to protect our coastline after all.

The counter measures in force by the summer of 1979 have in fact set a standard for most of the world to follow and it is noticeable that since then the chartered tonnage using the port has been of a much higher standard than before. Also noticeable has been the preponderance among the regular callers of oil company owned ships run to the high standards of people like Captain Maybourne.

## Back in favour?

Having set up a system like this, the port has a problem in that oiling incidents that would be routine in less rigorously controlled ports are the subject

of considerable publicity in Shetland. The public now expects a high standard and keeping up to that standard is not going to be an easy job. The oil industry's voyage back into favour in Shetland has been a long one and could quickly be torpedoed by a single act of negligence. Amoco Cadiz happened shortly after Esso Bernicia and it was not just for fun that the council sent officials to Brittany at Easter 1979 to see the disaster for themselves.

**Walking into Captain Bob Turner's office at Sella Ness on a quiet spring afternoon such events as Amoco Cadiz seem unthinkable in the air of dignified efficiency that mingles with the smell of his favourite pipe tobacco. Captain Turner is deputy director of ports and harbours. He served on the bridge of the great Cunard liners after he got his master's ticket in 1957 and he behaves with the measured dignity of a man who has sailed three years as First Officer on the Queen Mary. He arrived in Shetland in August 1979, from a job as superintendent of pilotage in Papua New Guinea.**

Captain Flett was enjoying some well-earned leave when we called at Sella Ness for this feature so it fell to his second in command to answer our questions. Bob Turner is not an easy man to interview. He has a somewhat forbidding nautical manner that sometimes makes you feel like a young Cunard cadet who has just made a mistake boxing the compass. Behind his gruff exterior you quickly find that there is a quiet, dry humour and a remarkable candour about himself and his profession.

Bob Turner says he came here because he was intrigued by what was being done at Sullom Voe. It

was his first opportunity to get involved in the beginnings of a major port and he already had experience of setting up a pilotage system from his tour in Papua New Guinea. He has considerable regard for the work of Captain George Biro, for thinking the new port through and "doing his damndest" to get it right from the start.

One of the things that Captain Biro got right, says Bob Turner, was to go for a staff of salaried marine officer/pilots rather than the traditional system of self-employed pilots paid according to the tonnage and number of ships they handled. The salaried service is quite common elsewhere in the world, he says. For example, he's worked with it in the Gulf and Fiji.



CAPTAIN BOB TURNER

He points out, however, that the final form of pilotage for Sullom Voe must await the decision of the pilotage commission set up to review the first years of operation — and remember that the port has been

operating since the mid-seventies with the coasters and cargo ships bringing in construction materials for the jetties before the first tanker arrived. Bob says the system could stay as it is or it could become an independent pilotage authority quite separate from the SIC. It is clear that he favours the former result and he put forward some compelling arguments. Increasing redundancies at sea mean that more people are trying to get into the pilotage profession while the decline in world trade has cut the earnings of pilots whose pay depends on the tonnage and number of ships they handle.

Even so, is it not the case that at first Sullom Voe had difficulty getting good men who would stay with the council? Agreed, says Bob Turner and the reason

was simple — the council was not paying them enough. Today the top salaries for first class pilots are around £23,000 a year. These wages are paid, as the pilots are quick to point out, by the oil companies through harbour dues (recently doubled) and not by the council's ratepayers.

These salaries are now competitive with other ports and there is a full complement of 24 marine officers. They are called marine officers rather than pilots because they work in the port control room and in offices when they are not piloting ships. There is a waiting list of six hopefuls. Only six because there is also a waiting list to get your name on the waiting list. Captain Turner hopes to see as many young Shetlanders as possible taking up pilotage as a career.

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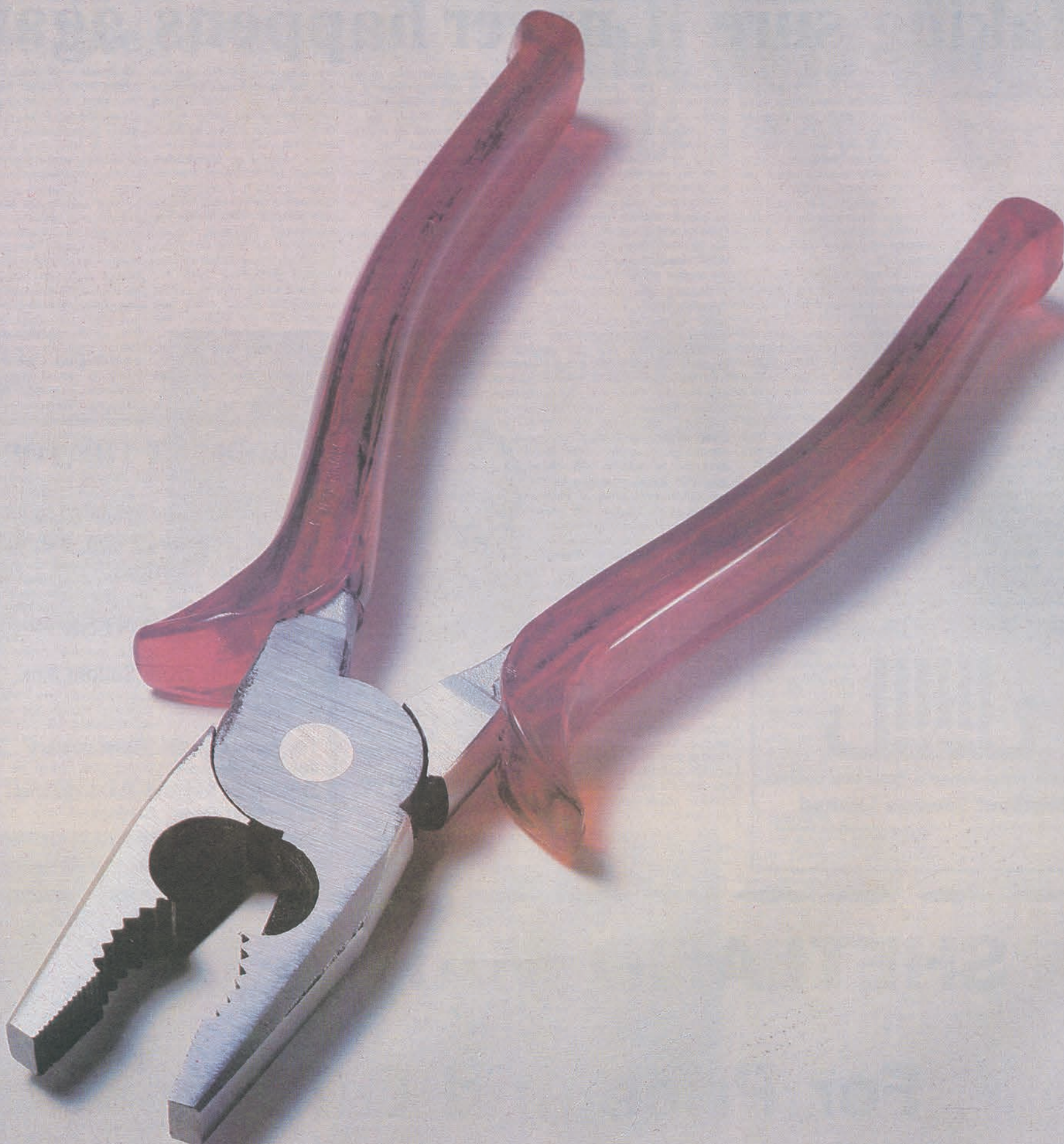
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# The Rolls Royce of ports?

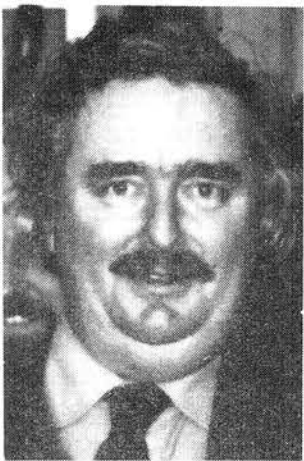
## A guided tour of the new Shetland Navy



The tug Stanechakker testing her fire hoses



An aerial view of Sella Ness shows the administration building and jetties



CAPTAIN EDDIE DOWSWELL  
OF SHETLAND TOWAGE



Sullom Mareel (above), the first pilot boat. Below, the mooring boats on their trials.



## Berthing the biggest one yet



A classic manoeuvre — when the 317,000 tonne Shell tanker Litiopa called last year she was the biggest ship ever seen at Sullom Voe. Here the four tugs show exactly how the job should be done as they inch the giant ship alongside.

## Port is a big employer

There is more to it than pilotage — the port employs many other people to run its three mooring boats and two pilot cutters — soon to be joined by a third. The fifty or so men on the boats are mostly ex-merchant seamen or fishermen and three quarters of them are locals. On shore there are maintenance

staff, pollution control staff, office workers, labourers and cleaners so that all in all the department is a fairly large employer.

### Making a profit

This year the harbour should make its first profits, seven years after the Zetland County Council Act made the local authority the harbour authority. "Just about what was expected," says Bob Turner who reckons it is financially on target even if the number of tankers has turned out to be smaller and later than was at first predicted. The weather as well as the oil industry's delays contributed to the shortfall. Last year for example high winds, heavy seas and fog closed the port for a total of nearly two and a half months, rather more than the thirty days a year that was expected at the planning stage.

Even so, the department handled 636 ships in 1980, 343 of which were crude oil tankers with a total gross registered tonnage of nearly twenty million. Almost twenty eight million tonnes of oil were exported and the harbour imported 220,695 tonnes of gas oil to power the terminal and 105,663 tonnes of material to build it. No mean achievement for an outfit that almost alone of harbour authorities in the United Kingdom has had to operate under the glare of publicity and the often awkward questioning of marine-minded councillors.

### Getting complacent?

Right now Bob Turner reckons the biggest problems are the problems of success. The danger is that as the port runs like a well oiled clock someone, somewhere, is going to get careless and complacent. That is why there are regular exercises to test the harbour's equipment for preventing and cleaning up oil spills, to make sure that Sullom Voe keeps its present reputation as the best prepared port in north west Europe for dealing with pollution.

The risks of complacency are also why the council has just approved something called a "hazard assessment study". A firm of experts called Eagle, Lyon and Pope will go over the place with a fine tooth comb to discover where the risks of an accident are lurking and what can be done about them. Their advice will not come cheap but it should help to prevent something very much more costly in the long term.

Who picks up the tab if it is not the ratepayers? The answer is the oil industry, which pays the SIC considerable sums of money under the Ports and Harbours Agreement, on top of what the tanker owners pay in harbour dues. When the harbour account does get into surplus the SIC will at last be able to set up the reserve fund under the 1974 ZCC Act and the whole community should begin to benefit from the council's involvement in Britain's newest oil port.



In the port control room the marine officers keep watch on the harbour's busy traffic.





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## Shetland Towage — a going concern

## Tugboat Eddie — from Liberia to Shetland

Captain Eddie Dowswell is general manager of Shetland Towage, the Sullom Voe tug company in which the SIC has a majority shareholding. "I'm a Scorpio," he tells us as we interrupt an afternoon of office work. "We Scorpions love and hate with great passion. These days I don't get the time to do either!"

Eddie got involved with tugboats by accident, literally:

"I was a pilot in Monrovia, Liberia, and one day I fell off the pilot ladder and got run over by the pilot boat. The propeller took a chunk out of my ankle and I spent a year in hospital while they rebuilt it." The ankle, that is, not the propeller.

"When I got out of hospital I went back to Monrovia to the job of marine superintendent to upgrade the Liberian towage fleet which at that time was being nationalised. One of the tasks involved was to fetch a 95 foot, 1,600 horsepower tug across the Atlantic from New York City.

"My tug training consisted of one day chugging around New York harbour, after which we set sail with a crew of Liberians who had never been to sea before in their lives. It was an interesting voyage and so was the time I spent exploring New York with the Liberians, but that's another story."

## An old "Shetland Navy" man

Why pick Shetland? It turns out that Eddie is a veteran of the Currie Line or "the Shetland navy" as they used to call it. He had sailed with Shetlanders for most of his seafaring life and had heard a great deal about the islands. He liked what he heard.

Now he is "admiral" of the new Shetland navy — the three tugs they call the "clockwork oranges" (real names Stanekhakker, Lyrie and Swaabie) and the less garishly coloured tug Flying Childers here on charter. After years of argument about the number of tugs for Sullom Voe Eddie is soon to welcome two new ships to his fleet. The three purpose built tugs here already are of the Kort nozzle type, with twin propellers turning inside an open-ended steel barrel to increase power and improve steering. It is the same system as is fitted to many of the larger Shetland fishing boats.

The two newcomers will be "tractor" tugs propelled by contrivances like giant outboard motors mounted directly below the tug's bridge. These motors swivel round to give astonishing manoeuvrability. A tractor tug can literally turn in her own length. For this manoeuvrability you have to trade in some of the power of the Kort nozzle tug. It has been calculated that just one of the clockwork oranges could hold a Jumbo jet at full take-off throttle, though Captain Dowswell hopes none of his skippers will ever put this interesting calculation to the test.

## The right beast

"In spite of all the argument about tug types" says Eddie, "I think we do have the right beast for the job. The tractor tugs will make for a good balance between power and manoeuvrability. You'll note that the Kort nozzle tugs' power has come in very handy on one or two occasions, for example when the tanker Spey Bridge had a main engine failure off the Gluss Isle. She was prevented from causing an environmental disaster by the

quick thinking of the tugmen who used their vessels' enormous power to push the Spey Bridge away from the shore."

## How do you choose?

Eddie Dowswell takes an obvious pride in the seamanship of his crews and says the hardest part of his job has been choosing men from the extraordinary number of well-qualified applicants. "How do you choose five out of 50 when they're all equally good?" he asks, and reveals that there are a hundred names on the waiting list for jobs with Shetland Towage. You do not get on that list unless you have at least an E.D.H. (Efficient Deckhand) certificate. Eddie reckons that his waiting list includes at least 50 men who would be eligible as deckhands.

## Training all the time

The tugs now employ 72 men in 12 crews of six each and at any one time several men will be away at college studying for tickets. Eddie Dowswell is a great

believer in training and he aims to meet the Department of Trade's requirement that after September this year tugs will have to have all-certificated officers down to second mate and second engineer level.

## Who pays?

All this training costs a lot of money. Eddie estimates that the courses have cost £100,000 this year alone. Who pays? Officially no comment but we are given to understand that BP may be giving a helping hand.

The training pays off in prompt and skilled action when trouble strikes. Earlier this year the tanker Maria José T broke loose from jetty one in a hurricane and very nearly ended up in the Port Control room on Sella Ness. She put her anchors down but was within a few dozen feet of going ashore when the tugs got to her. The Lyrie's skipper took his tug so close in between the stern of the ship and the shore that he touched bottom himself before getting the tanker out of danger with the other tugs. Then there was the occasion when a piling barge went adrift in a force seven and was brought under control by the

tugs in time to stop it sawing through the headropes of a tanker at the jetties.

It is not all excitement of course but with up to a dozen ships to move each week it is rarely dull. It is no secret that the tugmen are regarded in Shetland as being on a cushy number, with good pay and a shift system that gives them four days on, a week off, followed by three days on and another week off.

Eddie Dowswell does not agree that it is a cushy number. He says that if you work it out it is the same as an eight hour shift, seven days a week. When a tugman is on board he is on board and that is it.

"The men work very long hours, they have no shore life and their sleep is frequently disturbed. They earn their long rest periods and we have simply adopted the shift pattern best suited to the Shetland way of life. The company's great advantage is that the tugs are big enough for the men to live on board for the days and nights they are on call. Each man has his own cabin. With this system you can live anywhere in Shetland and work on a tug in Sullom Voe. It's not like

commuting long distances to work every day. We have men from Unst, Yell, Bressay, Whalsay and the south mainland. The "cushy number" story is a myth."

## First aid

The tugs at Sullom Voe are primarily harbour tugs but they have been designed to go out in any weather, a necessary precaution when they have to operate in the wild seas that can be encountered at the north end of Yell Sound. One question we had to ask Eddie Dowswell was what his tugs could do if a very large tanker were to break down ten miles off Eshaness in a westerly gale, loaded with crude oil.

"We'd do our best" says Eddie, "and at least we could apply 'first aid' until someone bigger comes along." Assuming the tanker's master would accept a line, of course.

"Well, my skippers have instructions to offer the Lloyd's open form salvage agreement and if the master won't accept it then give him a line anyway and we'll let the courts sort it out. The main thing is to protect the environment of Shetland."

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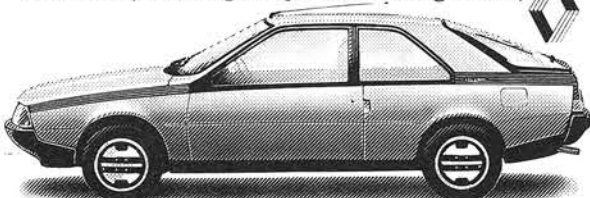
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The pictures that sum it all up

# From oilwells to tankers



The oilfield that began it all. This Shell picture (left) shows the Brent Bravo platform in stormy weather during the winter of 1977.



Viking Piper (left), the new generation pipelaying barge that laid the Ninian line to Shetland in record time.



## Seeing their baby grow

Last year, as the terminal neared completion the BP chairman Sir David Steel brought a senior civil servant to Sullom Voe to see progress on the project. Pictured, left to right, are Sir Jack Rampton, permanent under-secretary at the Department of Energy; C. Herzog, D.o.E.; Basil Butler, managing director, BP Petroleum Development; Sir David Steel, chairman, BP; Mike Pattinson, general manager, BP Sullom Voe; Dr Jack Birks, BP director; Ted Ferguson, BP construction manager, Sullom Voe; T. P. Jones, D.o.E.; Dr Tom Harris, terminal manager; Peter Carr, BP senior project manager.

## The last word in oil and gas terminals



From an aircraft high over the terminal we look west across Shetland to Papa Stour, Foula and the horizon where newly discovered oilfields may one day feed a third pipeline to Sullom Voe.



# More colour from the Royal Visitors

## At Holmsgarth

In the terminal the Royal party mingled freely with the guests and spoke to many of them. One who was presented to the Queen was Mr John Walteson, of Scalloway, who had made two of the beautiful gifts handed over to the Royals. From the Trust chairman, Mr Lindsay Aitken, the Queen received an engraved wooden plater in Agba wood, featuring a St. Ninian's Isle treasure design, made by Mr Walteson; Prince Philip also received a Walteson-made item, a paper knife, with the blade in bamboo and the handle in ebony. Fittingly the Norwegian King was presented with an exquisite model of an old Shetland fourteen, made by Mr Alan Moncrieff, of Dim-Riv fame — his first attempt at making such a model.

After the presentation of gifts and the signing of souvenir pictures, the Queen emerged with Mr Aitken, followed by the Duke of Edinburgh and King Olav in the company of Mr Arthur Laurenson, Capt Polson and the Lord Lieutenant.

Their Majesties and His Royal Highness were most interested in the fishing boats tied up at the new Morrison Dock — what a pity poor Alex wasn't there to see the occasion. Lerwick lifeboat was in the corner, with the crew lined up on deck and coxswain Hewitt Clark on shore with Dr Ramsay Napier, chairman of the local branch of the RNLI. All three Royal visitors stopped to speak to the coxswain and Dr Napier, asking how often the lifeboat went to sea, when their last service was, and if it had been a busy winter. When he last visited Lerwick the Duke made a crack about "Not wishing to go to sea with you lot" — he made



**The jovial figure of King Olav made a great impression as he toured the town. Here the King pauses to look at the lifeboat with Mr Arthur Laurenson of Lerwick Harbour Trust in attendance.** Photo: Dennis Coutts

no such comment this time!

All three had a good look at the boats in the dock and the Queen was very surprised to hear about the cost of a new vessel such as the Research. She had a chat with Mr Bert Laurenson, chairman of the Shetland Fishermen's Association, and asked questions which showed

that she had more than a superficial knowledge of the situation. The Duke and the King, being nautical men, were also much interested and King Olav referred to the number of Shetland boats which have been built in his country, adding a comment about the cheap loans available!



**Stepping out down Charlotte Street the King and the Prince were evidently enjoying their welcome. With them was deputy Lord Lieutenant Mr Magnus Shearer (right), honorary secretary of Lerwick Lifeboat.** Photo: Malcolm Younger



**The Norwegian King was delighted with the superb model of a Shetland Fourteen made for him by local craftsman Mr Alan Moncrieff. Here the King shows his present to the Queen and Prince Philip at Holmsgarth terminal, while Mr Arthur Laurenson looks on.** Photo: Dennis Coutts

## Shetland's presents fit for a King and a Queen



**At Holmsgarth, Trevor Hunter presented Her Majesty with her own Shetland Fiddlers' "uniform" jumper.** Photo: Dennis Coutts



**Escorted by Mr Bert Laurenson, chairman of the Shetland Fishermen's Association, and Mr Lindsay Aitken, chairman of Lerwick Harbour Trust, The Queen stopped for a chat with members of Lerwick Lifeboat's crew at Morrison Dock. Standing at ease, left to right are William Clark, Ian Newlands, Magnus Grant, Ian Fraser and Andrew Leask.** Photo: Malcolm Younger



**On the "walkabout" at Holmsgarth The Queen, escorted by Mr Lindsay Aitken, met an enthusiastic crowd of local people, many of whom had come in to town specially for the occasion. Hundreds more watched the Royal walkabout from their vantage point on the old North Road.** Photo: Malcolm Younger



# King Olav meets some old friends

Report by  
Gordon Brewer

The visit of King Olav and Prince Philip to the Norwegian centre in Charlotte Street was a historic occasion in more ways than one. Not only did it symbolise the links between Shetland and Norway, but among the guests waiting to meet the Royal Party at the centre were some who were directly involved in running the "Shetland Bus", both locals and wartime members of the Royal Norwegian Navy.

As the King and Prince Philip arrived in Charlotte Street they were welcomed by the 1981 Jarl Squad, decked out in full battle dress. The Lerwick Brass Band struck up the Norwegian national anthem while the Royal party stood at the door. It was an important moment for the band, under their leader Drew Robertson. In fact two of the players had just arrived in the islands — they are students in Edinburgh and came home specially for the occasion.

Before walking inside over the red carpet that had been laid down from the door of the centre out into the street, Prince Philip stopped to chat with young Torbjorn Riise. "Are you Norwegian, or are you just waving a Norwegian flag?", said the Prince. Torbjorn replied that he is half Norwegian, although at the moment he stays no farther over the sea than Bressay.

Inside the centre, Prince Philip spoke to Mr and Mrs Jack Moore from Scalloway. Jack Moore is something of a veteran of Royal visits. During the war he serviced the boats running from the islands to Norway helping the Norwegian resistance and he was in Scalloway when King Olav, then Crown Prince of Norway, visited in October, 1942, to open the slipway for the Shetland Bus at Moore's yard.

As Prince Philip made his way round the guests in the hall, he spoke to Erling Halvorsen, who hails from Norway but has lived in Shetland for the past year, working as a driver for Knowles'. Mr Halvorsen could hardly contain his delight at having spoken to the Prince.

"I'm surprised he took so much time with people", he said. "He is a very interesting man". Mr Halvorsen was honoured that the Prince had shaken his hand. "I'm not going to wash it for a week", he said, "and you can quote me on that."

After meeting the guests, the Royal Party was officially welcomed by Mr Reider Vetvik, the welfare officer of the centre, which is run by the Norwegian directorate of fisheries. Mr Vetvik said that the occasion was a happy day both for Norwegians and for the people of Shetland. He said that the last time the King visited the islands, "circumstances were not so happy as they are today. But the greatest ties between Norway and Shetland have been forged today with the presence of His Majesty and Her Royal Highness."

Mr Vetvik said that he would like to pay tribute especially to Mr Frank Garriock, the Norwegian consul in Shetland for 38 years. He presented both the King and Prince Philip with hand-made Shetland pullovers as a token of gratitude from the centre.

Mr Moore has also met Prince Philip before, in 1962 when King Olav received the freedom of the City of Edinburgh. "Last time we met, Prince Philip was pulling my leg", said Mr Moore. "He asked me if I was the captain of the Shetland Bus". This time he was more serious, asking how long it took to sail from Shetland to Norway and listening as Jack Moore told him how half the boats on the route had been lost, mainly through bad weather.

King Olav stopped to chat with another veteran of the dark days of the occupation of Norway.

Konny Gjerde came to Shetland after the war, having paid a visit to the islands during the war when he was in the Norwegian resistance. Mr Gjerde saw the worst of the action in 1944 and was arrested by the Nazis and put in a prison camp in Norway.

King Olav then thanked the guests speaking both in Norwegian and in English. "I'd like to thank the people of Shetland for having received Norwegian refugees who came over boatload by boatload and who were received with great hospitality and friendship by the people of Shetland", he said.

For the refugees, "It was a wonderful experience to be received in that way, having felt it necessary to leave your own country. It was many years ago and the generations have changed, but I am sure that the friendship forged during the war between Norway and Shetland still exists. I thank you from the bottom of my heart for the way you received me."

After the speeches the Royal Party departed by car for Holmsgarth. But King Olav and Prince Philip still found time to chat with some of the crowd waiting outside the centre. The Guizer Jarl, Harry Jamieson, shook hands with King Olav, who said he was pleased to meet the Viking Chief, while Prince Philip chatted to Harry's daughter Caroline. He asked her which school she went to and whether the teachers were strict.

This provoked a rare tribute to the teaching profession from Caroline, who told the Prince that at the Anderson High all the teachers were good.

## A Royal Resident?

Among the many preparations made in many places for the Royal visit was the desirability of providing new dresses for the senior citizen ladies resident in the Kantersted home. One lady protested she did not need a new outfit because she had plenty clothes. "Oh but it's for when the Queen comes," she was told. She is reputed to have answered: "My, my, is she coming tae bide here tae?"

## Thank you, Your Majesty

On Monday, after the royal party had left Shetland, the Lord Lieutenant, Mr R. H. W. Bruce, sent a telegram to the Queen and to King Olav of Norway.

To the Queen Mr Bruce said: "Robert Bruce of Sumburgh, with his humble duty to Her Majesty, wishes on behalf of the people of Shetland, to thank Her Majesty for her visit to Shetland on May 9th and May 10th which was greatly enjoyed and will be long remembered."

His telegram to King Olav was worded: "Robert Bruce of Sumburgh wishes on behalf of the people of Shetland to thank His Majesty for his visit to Shetland on May 9th and May 10th which brought happy memories of an earlier visit and will be long remembered."



The Queen met the oldest resident of Kantersted Eventide Homes. Miss Fraser Nicolson (seated, centre) from Sandwick will be 98 next month. Her Majesty wished Martha Smith (right) of Sandwick a happy birthday. She was 93 on Saturday. She asked Her Majesty, "Are you the Queen?" The good lady confirmed that she was and Martha said later that it had been "a wonderful day."

Photo: Chris Bunyan



Mr Tom Angus (left) who is in charge of the Eric Gray Centre, presented The Queen to Mr Stanley Watt and Mr David Spence (right). Mr Watt suffers from Multiple Sclerosis and Mr Spence was disabled in a road accident. Both men are from Lerwick.

Photo: Chris Bunyan

## Welcome!



The Norwegian King's delight at returning to Shetland after nearly 40 years shows in this picture taken shortly after he stepped ashore at Sullom Voe. The Lord Lieutenant shakes hands with Prince Philip after welcoming the two sovereigns. Photo: Chris Bunyan



Photo: Chris Bunyan

Members of the Shetland Flower Club with the special displays of fresh flowers they prepared for the Queen's visit. The displays were used to brighten up the stark interior of the engineering services building where the opening ceremony was held.



# The walkabout was a huge success

Report by  
Hugh Crooks

"Wha wiz dat I was speaking tae?" queried Mrs Grace Leask when a "Shetland Times" reporter asked her what one of the walkabout visitors had said to her when the Royal party was ending its visit to the ro-ro terminal at Holmsgarth. "It was the King of Norway," was the reply.

Mrs Leask was astonished to hear this — she had no idea of the identity of the distinguished looking gentleman who had patted the Shetland collie dog sitting in front of her when the Royal party passed by. In fact the dog belonged to Miss Madge Robertson.

If any criticism can be levelled at the "walkabout" it is that hundreds of local people who had waited patiently in rather chilly weather for the party to walk from the ro-ro terminal to the Royal yacht Britannia just did not know who was who in the procession which traipsed behind the principals. No trouble indentifying the Queen and the Duke of Edinburgh, but it has to be said that there were an awful lot of faceless people in the retinue. One lady commented to the "Times" reporter: "We'll have to complain to the Times about it — there were far too many inside the rope."

Fair comment, but apart from that the visit to the terminal was a most happy and successful one. Again that is despite the awkward upset in the scheduled programme. The Queen was due to arrive at the terminal some ten minutes ahead of Prince Philip and the King of Norway. In fact the Duke and King Olav, in the Rolls Royce SMB 762V arrived two minutes before the Queen was driven up to step on to the red carpet from Rolls Royce WMA 100W.

It didn't make much difference — the two male Royals did not realise that the Queen had not arrived, but they warmly greeted Mr Magnus Shearer, Deputy Lieutenant of the county, who introduced them to Mr Lindsay Aitken, chairman of Lerwick Harbour Trust and Mrs Aitken; to Mr Arthur Laurensen, general manager of the Trust, and Mrs Laurensen; and to Capt. David Polson, harbourmaster and Mrs Polson.

The Queen repeated the handshakes two minutes later with the Lord Lieutenant, Mr R. H. W. Bruce, in attendance. Even the Scottish Office information officer in charge of the arrangements had to be told by a "Times" reporter that the Duke and King had gone in before the Queen. He rewarded the "Times" man by "forgetting" to summon him into the Royal presence inside the building until after the Harbour Trust's gifts had been presented! Not to worry, local newsmen are used to Scottish Office foul-ups and live to tell the story.

It was a chilly scene as the crowd at the terminal waited for

the Royal party's arrival. A lot of interest was showing in the mooring of the Royal yacht Britannia around 3.30 pm, a bit later than expected, just a few minutes before the Royal motor cavalcade passed the north entrance to the terminal.

Police reported the party was running some twelve minutes late, but in fact it was a bit more than that before the nine-car convoy swept past — so fast and in cars with tinted windows so that it was difficult to distinguish who was who in which car. The same complaint was made when the party reached the traffic island opposite the British Legion, when the two Royal cars parted company.

Waiting outside the north gate at the terminal were more than forty supporters of the CND movement with placards denouncing nuclear weapons and nuclear power. If the "Times" reporter couldn't glimpse much of the Royals it is doubtful whether they even saw the demonstrators. The demonstrators later appeared within the terminal while the Royals were doing their walkabout.

At one stage Prince Philip asked some of the spectators what they thought about the demo, and was told he should pay little attention to them — there was "hardly a Shetlander among them". He also commented to one of his accompanying aides a quip to the effect that "when you look at them you are better off with the bomb; it's not the bomb that's the trouble, but the silly b's who keep dropping it!"

Within the terminal building the Shetland fiddlers had kept the guests entertained while they waited for the Royals to arrive, and they played again while the party was in the building. The fiddlers then enjoyed a cup of tea in the company of the Royal party, who drank from bone china cups reckoned to be at least a hundred years old. Interesting to note none of the Royals took a spoonful of sugar, which was maybe a pity because the spoon in the bowl was a special one of Norwegian origin. It was, in fact, a wedding present made 25 years ago to Mr and Mrs Robert Williamson, who now run the ro-ro terminal cafe, by Mr Williamson's Aunt Maisie, who was then living in Norway.

Ex-Miss Maisie Johnson is Mrs Nordhuus, whose husband was a Norwegian naval officer. She is a cousin to Rob Williamson. She was at the Norwegian welfare centre on Saturday, and was one of those presented to King Olav.

With such a huge space available the crowd behind the rope barrier looked thin, but the total number must have been several hundreds. The Queen went first, closely followed by King Olav, but the Duke of Edinburgh fell rather far behind. For a single reporter it was impossible to keep up with the three-person walkabout, especially when occasionally some other faceless individual imperiously waved an inquisitive reporter aside.

Mr Bruce Leask enjoyed a chat with the Duke, who joked about

Mr Leask's handsome ginger beard — and commiserated with him about his receding hair! King Olav quizzed a little fellow, wanting to know his name and how old he was, and if he was excited. Four-year-old Michael Pedley was waving the wrong flag — a union jack — but he didn't seem to be particularly excited!

After everyone had left Mr Aitken said he was delighted with the way the visit had gone. Despite the late arrival the Royal party had not tried to rush through the visit. They had spoken to many people and spent more or less the full time allocated for the visit before returning to Britannia. At the foot of the Royal Yacht's gangway stood a smart Marine Corporal at the salute and the party was piped aboard with due ceremony after bidding farewell to the harbour trust principals and the Lord Lieutenant.

As the Royal party boarded Britannia the Chief Constable of the Northern Constabulary, Mr Donald Henderson, expressed himself well satisfied with the way the tour had gone, despite some crowd jostling at the Sullom Voe terminal.

About 60 policemen of all ranks had been drafted into Shetland to help the local force. One lot gathered together in Inverness on the Friday and will not forget the experience in a hurry. They flew north from Dalcross and twice tried to land at Scatsta on Friday afternoon, but eventually had to return to Dyce. They reached Sullom Voe on the St Clair on Saturday morning, after a most pleasant voyage during which the ship's cafeteria was set aside for their relaxation. There were a number of familiar figures among the visiting police, including a Shetlander, Superintendent George Henderson, who will soon be retiring from the force.

The Secretary of State for Scotland, Mr George Younger, was along with the party but at Holmsgarth he played a very low key role. He took time to have a chat with the "Times" representative and seemed happy with the way the day had gone — particularly weatherwise when compared with the bad forecast the night before.



King Olav boards Britannia with Prince Philip after the walkabout.



The Queen ignored CND demonstrators when she met the crowds at Holmsgarth.

Photo: Malcolm Younger

## Free concert

The Royal Marine band on board Britannia delighted hundreds of Shetlanders on Saturday evening, when they beat the retreat. Many of the bandmen beat their own hasty retreat as soon as the performance ended — they just managed to nip into the Legion Club in time for a quick one before closing time! Sailors from the two ships found the Legion to be a hospitable centre for them, and when they left the lads from Britannia presented the club with one of the ship's crests, to be added to the ever-growing impressive collection of regimental and naval souvenirs on display.

## Hey, Geordie!

No respecter of rank was the local lady who got a good vantage point opposite the west entrance to the ro-ro terminal. At one point a very large police superintendent stood in front of her, and was told: "Hey, Geordie, if you stand in front of me I'll skeet dee!" — she was standing beside a sizable puddle. The superintendent was George Henderson, Lerwick born and bred, who well understood the implication of the message. Needless to say the lady got an uninterrupted view of the Royals' arrival.

## What day is it?

The Queen must have found the tour a bit hectic, for it seems that as she was ending her walkabout shortly before 5 pm she forgot what day of the week it was. She asked one young lad: "Do you have the day off school." Smartly came the reply: "Na — hit's Setterday." The Queen apologised, mentioning her long trip across from Norway.



Among the many local people invited to the reception on board the Royal Yacht were Mr and Mrs Bobby Tulloch from Mid Yell, seen here leaving the ship with Suzanne Gibbs of BBC Radio Shetland (right).



Earlier, at a terminal of a different kind 30 miles north of Holmsgarth, The Queen was shown around by Sir David Steel, chairman of BP. Photo: Chris Bunyan



Pony enthusiasts lined the Royal route at Clickimin to salute The Queen as she drove to the Eric Gray Centre.



## The Royal Visit in colour

# The Queen meets the people

### Enthusiastic Brownies greet her at Kantersted



One of the highlights of the Royal weekend was the Queen's visit to Kantersted Eventide Home. Outside the Eric Gray Centre Her Majesty, escorted by the Lord Lieutenant, Mr R. H. W. Bruce, stopped to talk to Shetland Brownies who had come by bus from all over the islands to see her. They had a long wait in the cold but for all of them it was a day they will never forget. With the formalities and security worries of Sullom Voe behind her, The Queen was evidently enjoying herself, and that Royal smile says it all.

Below, the Royal Yacht Britannia had arrived at Morrison Dock at half past three in the afternoon, after a voyage down from Sullom Voe. The Britannia sailed outside the maze of rocks and islands on the east coast and entered Lerwick harbour by the sooth mooth. The fog had gone by then but it was still a raw, grey day, more like winter than May. This did not discourage the hundreds of people who turned out to see the magnificent spectacle of the Royal yacht with all flags flying.

*Both photos by  
Dennis Coutts*

## Britannia brightens up a grey day

