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VULCAN NEWS

CHRISTMAS OPTIMISM

I would like to take the opportunity presented by this second edition of *Vulcan News* to wish all employees a Happy Christmas and, despite the cloudy outlook, a prosperous New Year.

It is worth sounding a note of slight optimism regarding the outlook for our business in the context of restricted supplies of oil at rapidly increasing prices.

Firstly, from a marketing viewpoint, most of our customers are overseas, many being in countries which not only have plenty of money as a result of the enormous rise in commodity prices, but which also have a considerable need for diesel power in developing their industries and economies.

Secondly, from a technical viewpoint, the diesel engine is generally the most efficient means of converting oil into mechanical or electrical power and its competitive position against other prime movers must be enhanced by rising oil prices.

Thirdly, from a manufacturing viewpoint, whilst we and our suppliers are clearly vulnerable to cutbacks in power supplies, we are much less dependent upon this than are many other industries.

Altogether then our position is better than many, it is up to us to make the most of it.

J. D. SWORD

HIS EXCELLENCY AT VULCAN WORKS



The Minister of Transport and Communications of Malaysia, His Excellency Tan Sri Haji Sardon Jubir, was a recent interested visitor to the works and, during his tour, smilingly faced the camera not far from the steady gaze of George Stephenson. Accompanying the Minister and his wife and son were (left) Mr. J. Moore, Commercial Director, and Mr. J. D. Sword, General Manager.

ALL AT SEA—
in the best
possible way

Vulcan-built engines—27 of them—will provide auxiliary power generation in nine new vessels being built by Govan Shipbuilders. Three AP2Z engines will be fitted into each vessel.

Two ships have been laid down to the order of East Asiatic Co. Ltd., of Copenhagen, four are for Scottish Ship Management Ltd., and three for Kuwait Shipping Co. Ltd. During the last twelve months alone nine ships for Kuwait have been fitted with Ruston AP engines.

All the ships are standard bulk carriers to the well tried Govan design.

Another order for 12 AP2Z engines has come from Sunderland Shipbuilders Ltd. for the Bank Line Ltd., one of the biggest users of Ruston Paxman auxiliary diesel engines.

Two 12RKCM engines are going into trawlers of National Sea Products of Canada, following an earlier order for six engines.

For Malta Drydocks Corporation we are building two Ruston 6AP3Ms, destined for two tugs for the People's Republic of China.

Another two Ruston 6ATCMs are going to Richards (Shipbuilders) Ltd., of Lowestoft. They are building two stern trawlers for Lowestoft-based Colne Trawlers, satisfied users of Ruston engines ever since 1935.

Looking to the
next News

Distribution of the first *News* brought a few brickbats and some encouraging messages—a number from overseas associates and agents.

Criticism and praise both indicate interest and the editor looks forward to a full postbag after this issue, too.

He welcomes news, pictures and helpful suggestions for future features. In that way, *Vulcan News* can have a useful role and that is its purpose.

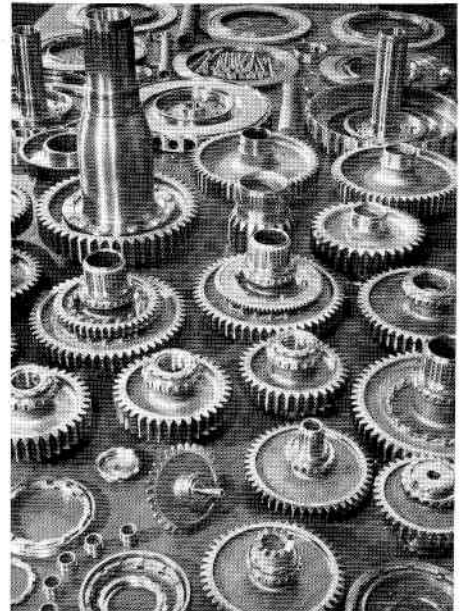
Providing the gears

HMS *Wilton*, the prototype of a new breed of Mine Counter Measures Vessels, has recently been handed over to the Royal Navy. This vessel has a reinforced glass plastic hull and is powered by Napier Deltic diesel engines which are now manufactured by Ruston Paxman Diesels, Colchester. These have been chosen as the most suitable engines for the vessels owing to their light weight, compactness, and low magnetic steel content.

Vulcan play an important part in the manufacture of Deltics, for it is here that the gears are made. The gear shop at Vulcan also make gears for most of the other engines manufactured by Ruston Paxman.

re-designed components manufactured in materials of lower magnetic permeability.

No other manufacturer in this Country has the technical knowhow, machine tools and heat treatment equipment to



Typical collection of Deltic gears, shafts and hubs made at the Vulcan.

The initial MCMV order placed with Vulcan is for 5,400 gears and associated parts which are required for the 30 engines now on order with Colchester. Something to get our teeth into!

'Maag' Flank Grinding

In the foreground Les Cleaton who came from Liverpool Works when the section was transferred from D. Napier & Son. Also in the picture is his son Mike who is carrying on the family tradition. Mike is at present serving as a Vulcan Apprentice.



Peter Grainger, nearest the camera, and Alan Smith flank profile checking.

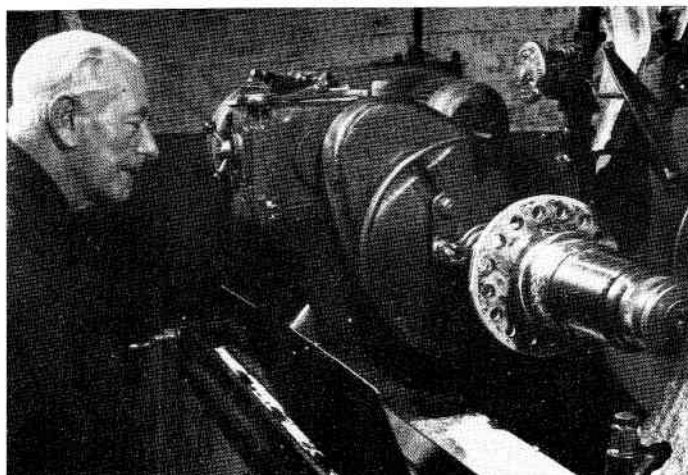
This gear manufacturing plant was transferred from Liverpool Works as part of the diesel group rationalisation. The transfer caused considerable disruption to manufacture but this has largely been overcome and output is now running at the rate of approx. 15,000 gears per year.

For the MCMV project, an engine development programme has been carried out to replace the highly stressed components such as gears, manufactured from magnetic materials, with

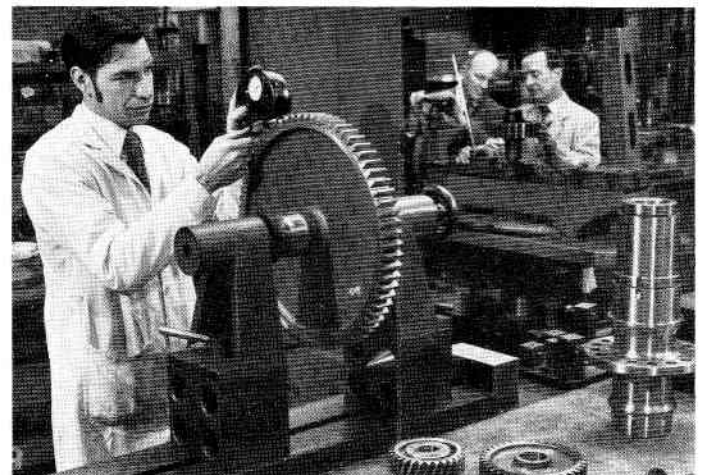
undertake the production of the special gears for this programme. In fact, only one other manufacturer in Europe—FIAT of Turin—is interested in producing these specialised gears. As part of gear production investigations, John Travis Section Leader, Gears, has recently visited Turin.

To meet this contract requirement together with future increased demands for gears from within the group, additional and replacement machine tools are on order.

Len Ault operating a large external grinding machine on Deltic output shaft. Len reaches the age of 65 next year when he will have completed 47 years' service with the Company.



Terry Walton checking gear to determine that the pitch is within the tolerance of ± 0.003 in. The two other final view inspectors in the picture are Harry Berry and Bill Pendlebury.



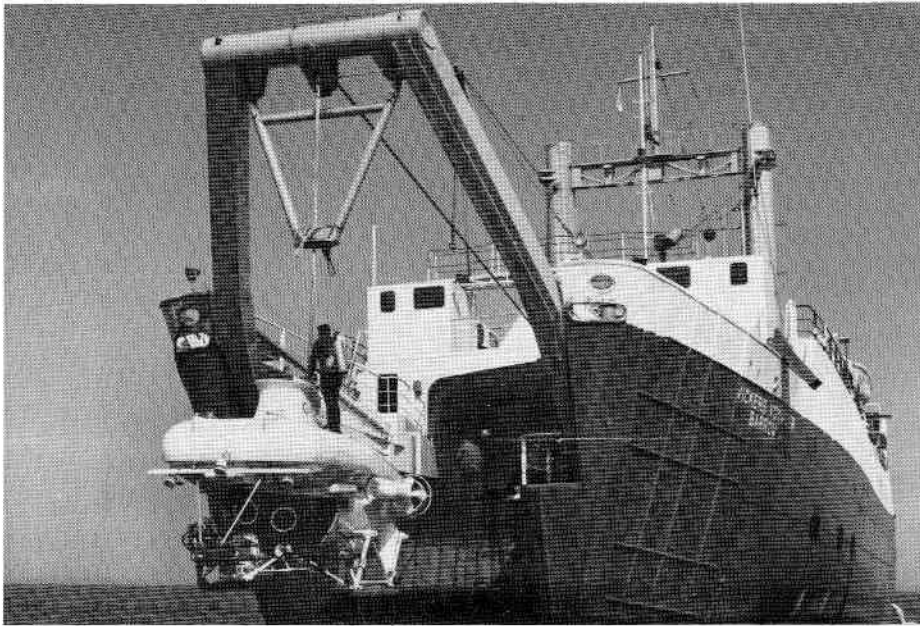
RUSTON ATC ENGINES IN DEEP SEA DRAMA

The operations of Vickers Oceanics Limited recently became headline news when the midget submarine *Pisces III* sank off the south west coast of Ireland, whilst engaged in burying sections of a new transatlantic cable.

Pisces III was eventually brought to the surface by the cable ship *John Cabot* and the two men on board, Roger Chapman and Roger Mallinson, seemed little the worse for their ordeal.

Also playing a leading part in the operation was the mother ship *Vickers Voyager*. Purchased by James Fisher and Sons Limited, the Barrow ship-owners, now one of the partners in Vickers Oceanics Limited, *Vickers Voyager* (2,800 tons gross) was originally the *Fairtry II*, a stern trawling, fish factory ship. The ship is powered by three six cylinder Ruston AT engines, which are coupled to generators and driving an electric motor of 2,000 hp to give her a speed of 12 knots.

Production of the Ruston AT engines will be transferred from Lincoln to these works next year.



'Vickers Voyager', launching one of the Pisces submarines.

RK ENGINES KEEP THE PUMPS GOING

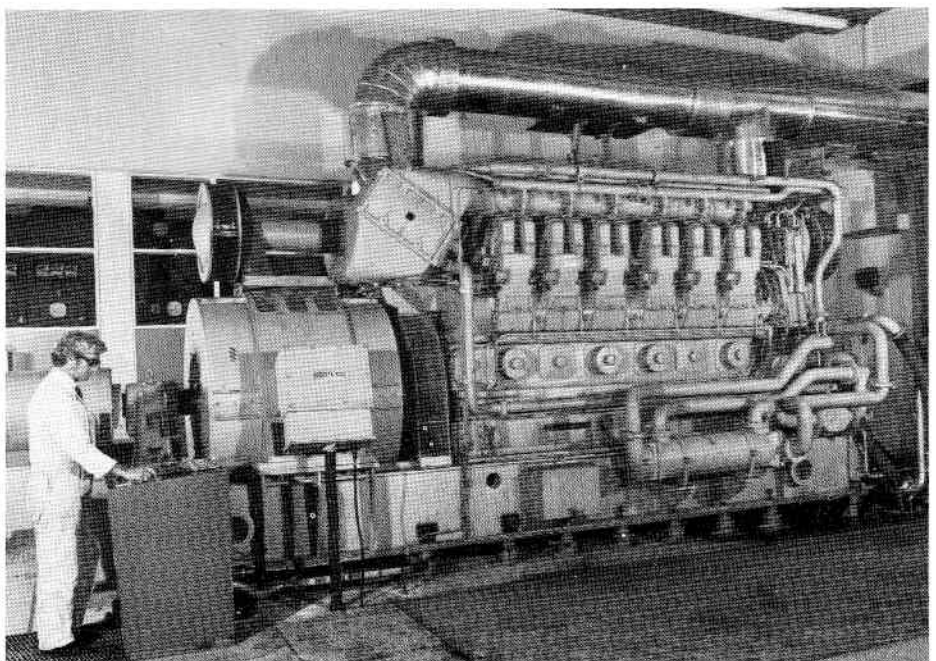
The water treatment works, designed as part of the Lancashire Conjunctive Water Treatment Scheme, normally takes water from two river systems, but when river water is not available, water is taken in part from local underground resources and in part from other impounding works belonging to the Board. When fully developed the maximum output from the works will be about 6,500,000 gallons per day.

From whatever source the water is obtained, it has to be pumped and the works are entirely dependent upon an assured supply of electricity. This supply comes either from the 'Grid' or from the power provided by Vulcan made, English Electric 12RKC diesel alternator sets. The picture shows one of the first two sets to be installed.

Part of the same distribution system is a filtered water pumping station at Broughton, nr. Preston. One identical alternator set is currently being installed at Broughton and a further set is at present in hand at Vulcan.

One of two—12 RKC Diesel Alternator Sets each giving 1975 bhp, 1400 kW at 750 rpm, at the Broughton and Catterall Power Station of the Fylde Water Board, Blackpool.

Recent installation at the Catterall water treatment works of the Fylde Water Board.



THEY'VE GOT IT TAPED!

You must have noticed the many attractive young ladies employed on this site. Have you ever stopped to wonder what sort of work they do—just what part they play in the manufacture of diesel engines?

Not being ones to lose an opportunity of following a pretty face, we have been carrying out our own investigations. The pictures shown here are the result of our visit to the Accounts Machine room, otherwise known as Data Processing.

This department is responsible for processing the information shown on work tickets. In other words they play a major part in producing the payroll.

Work tickets are received from the

time office and the first thing the girls do is to check that the totals agree with the time shown on the clock cards.

The tickets are then machine processed and the information is fed into paper tapes, which then go via the computer link at Trafford Park to the computer at Stafford.

As can be imagined, with between 8,000-10,000 tickets to process each week, these girls have to work to a very tight time schedule.



Barbara Smith, Marian Hodson and Jackie Ferris c

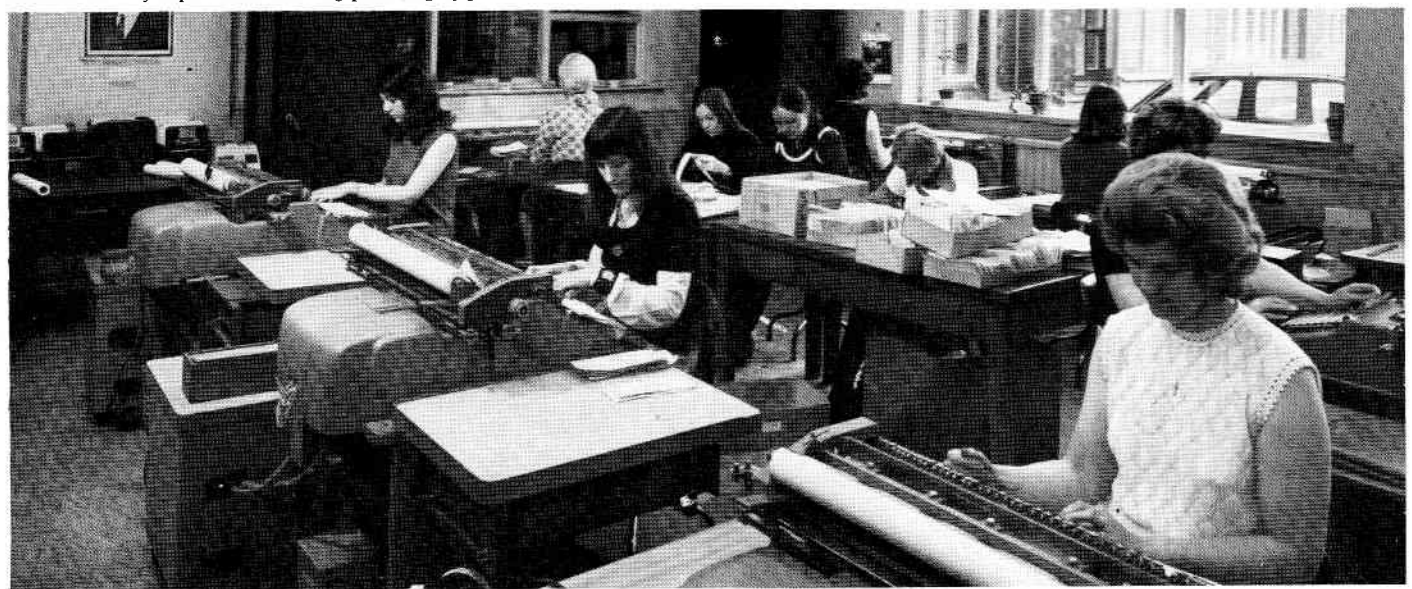


Sheila Scott, Pam Jackson and Phyllis Naylor sorting and costing material requisitions.



Julia Jackson removing computer punch tape.

General view of department showing punching of piece work contract tickets and sales and bought ledger work.



Now then what's all this 'ere!

We have chosen Security Officer, George Clark to be the first Vulcan employee to appear in our Personality Profile.

As many of you will know, George has been associated with Vulcan Works since 1961 when, as an officer in the Lancashire County Constabulary he became the 'Vulcan Bobby'. For, at that time, the Company did not employ its own security staff but had the full time service of a local police officer, whose beat covered Vulcan Village, the Works and the Sports Ground.

Before joining the police force, George served in the Royal Artillery and between the years 1930-1937 saw service in India. At one time George was the personal chauffeur to the late Field Marshal Alexander of Tunis who, at that time, was a Brigadier on the North West Frontier.

In 1937, George joined the Lancashire County Constabulary and in the same class at the Police Training School at Houghton near Preston was a young recruit named Stanley Parr who is now the Chief Constable of Lancashire. They later served on the beat together in Eccles and George recalls, even in those days, they were involved in searches for IRA bombs in postal packets.

George's first spell in the Police force lasted until December 1939, when he again found himself in the Royal Artillery, this time on war service. During the war, George rose to the rank of Sergeant Major and saw service in Africa and Italy. A laurel leaf on George's medal ribbons shows that he was mentioned in despatches but, when prompted on this, he would only say

that this is another story which would take too long to tell.

After the war, George returned to the police force and to the Traffic Patrol, predecessors of the famous 'Z Cars'.

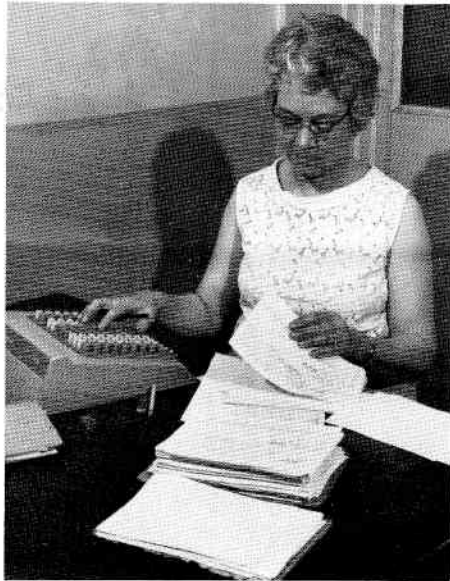
George retired from the Police force in November, 1962 after 25 years' service. The very next day he joined Vulcan Works as Security Officer.



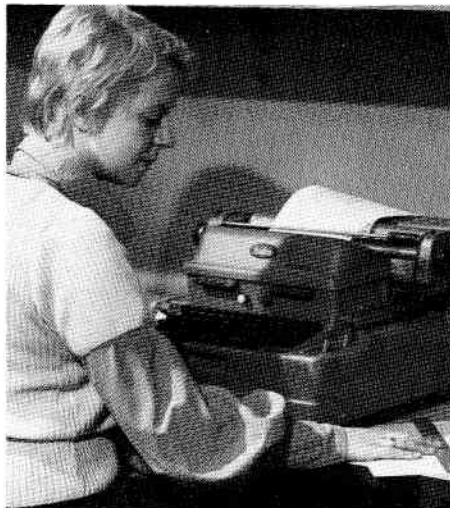
With one son already in the Kent Constabulary, George is proud of the fact that another of his sons has just started on a police cadet training course with Lancashire Constabulary. Well, you know what they say—'If you can't beat them . . .'



Checking sales ledger punching.



Alice Hodnut, comptometer operator—calculating staff wage slips. Alice has been doing this work since she joined the Company 34 years ago.



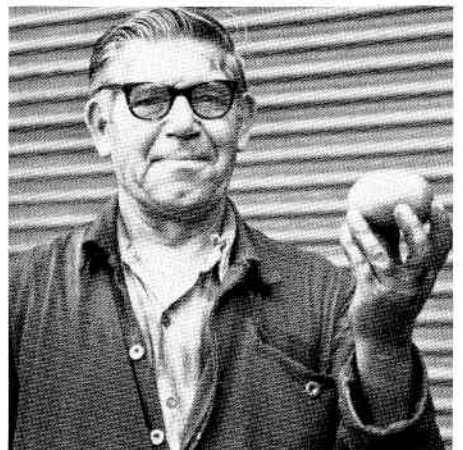
Lorraine Littler, operating Flexowriter—processing weekly amendments to payroll.

DIDN'T HE DO WELL!

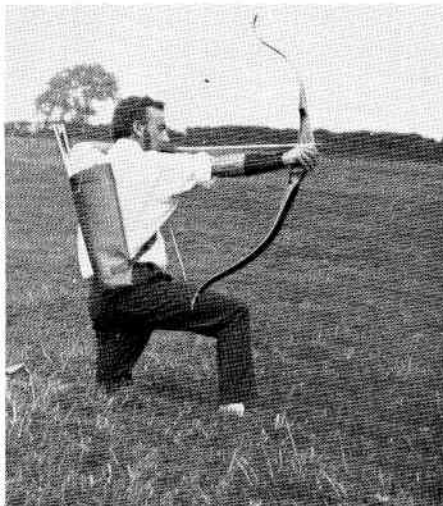
Danny Crook, a driller in the Cylinder Head Section, is proud of his 45 years' service with the Company. He is also proud of the fine tomatoes he grows in his garden. Especially the one shown, which tips the scale at three-quarters of a pound. We understand that this is only one of many fine specimens grown by Danny.

Rumour has it that he is now trying to grow square tomatoes to fit those well known pieces of cheese.

We wonder why he doesn't just trim off the corners! ! !



Archery Club is on Target

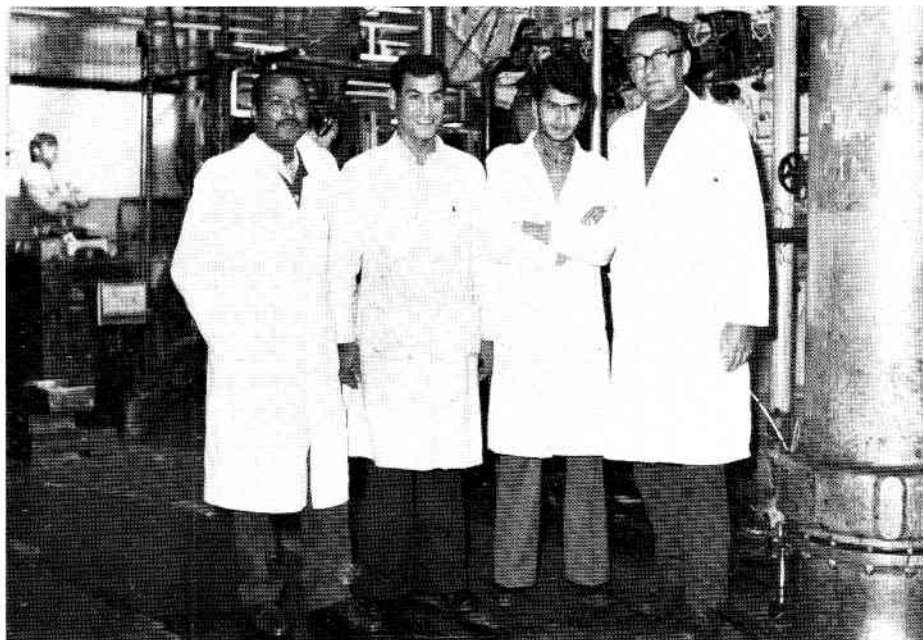


Vulcan Archery Club has got off to a good start, with 20 potential members and evidence of growing interest in what is probably the oldest of British outdoor sports.

At an inaugural meeting in October membership fees were set at £1 (50p for juniors up to 16) and discussions were held on the acquisition of a minimum amount of equipment (target, bows, arrows, bow-stringers, sight, finger tabs, gloves and bracers). This will enable members to gain some experience before buying their own tackle.

Ken Cockburn was elected Chairman, supported by committee members Bob Lythgoe, John Heggie and Eric Sutcliffe. Duties of Secretary/Treasurer will be undertaken by Eddie Mulvanney.

The Coach is Mike Rainbow, from Quality Control, an experienced sportsman, who has been shooting for 14 years and has twice won the Lincolnshire County Championship and also taken part in national events. He has been a member of the English Field Archery Association since 1969 and for three years has taught others to enjoy the sport he loves. He has been a qualified E.F.A.A. instructor for more than a year. He feels sure that archery has a future at Vulcan and looks forward to hearing from many more potential members. Archery is, of course, a sport which can be taken up by all ages of both sexes and it is also practised by many disabled people.



Four in Harmony

When three engineers from Libya were due at Vulcan Works for three months' training it was believed that Mr. G. Van Den Hoek, section leader, Diesel Test Department, would be the ideal chap to look after them. After all, he speaks English, Dutch and German.

The visitors arrived—speaking Arabic, French and Italian! However, language barriers were soon broken down (with some instruction in basic English) and now all is relatively fairly quiet on the Test Shop front, communication being in English, mixed with a flavour of Dutch, German, Arabic and Italian as the need arises.

The 'United Nations' are (left to right) Messrs. Farage Salam, Matuk Abuesha, Ibrahimdaw and Van Den Hoek.

IN THE SERVICE OF YOUTH

The men and women of Vulcan fill their leisure hours in a wide variety of ways and we hope that their outside interests and hobbies will be featured regularly in the *News*.

Some find satisfaction in service to the community and there has never been a time when youth needed the interest, leadership and guidance of experienced people more than today.

Though he would be the last to claim kudos, Applications Engineer Bas Mortley is a good example of the satisfaction to be gained from helping young people.

He has allowed his story to be told only because he hopes that it may attract the interest and support of other employees, particularly those who live in the Knutsford area. More help is needed and it is very rewarding.

Bas has been connected with the Scouting movement in the area for the past seven years and is a member of Knutsford Road Safety Committee and its Children's Sub-committee, which conducts training and examinations for the RoSPA cycling proficiency badge and certificate.

His daughter Nicky is a former Cub instructress and assisted with road safety training. It is largely through this community service, she says, that she recently qualified for a Gold Award under the Duke of Edinburgh's Scheme.

A note to youth—if you put something into life, it often returns it in kind.

Bas looks forward to hearing from any other Vulcan Works friends willing to lend a hand at Knutsford, and, having started the ball rolling, he hopes to read about other people's worthwhile activities.

GOLF

The Vulcan Golf Society held its first A.G.M. on Tuesday 11th December, at the end of a very successful year.

Five monthly Competitions were held at Fernhead Golf Club, and two matches played; the first in April at High Peak Golf Club, Buxton against our Lincoln works, the second in August, at Leigh Golf Club, Culcheth against the Shell Golf Society.

In June, members travelled to Denbigh Golf Club, North Wales for a days golf, playing 9 holes before lunch, and playing for the Captain's prize over 18 holes in the afternoon.

During the first four months of the year, members who were new to the game obtained the services of a local professional, who gave them lessons in the works canteen.

The A.G.M. ended with a Hot-Pot Supper followed by the presentation of Trophies including a shield presented to the Society by Burtonwood Breweries

for the Vulcan Golf Society Championship. Mr. J. D. Sword, made the presentations.

The winner of the 1973 Championship was Bert Hilton, Ratefixing, who also won the April competition and the June Points Bogey. The Captain's prize, donated by Eric Torrance, A.E.D., was won by Alf Burnett, Service, with John Seed, Shipping (Spares), runner-up.

Len Ault, Gear Shop, won the May competition and also the July Bogey competition. The August competition was won by Roy Caine, Maintenance.

HOTTING IT UP!

Following the appearance of *Vulcan News* No. 1, we received a complaint that no mention had been made of the work of the Boiler Division.

Well, you can't please all the people all the time . . . !

To rectify this omission we would like you to take a look at one of their products—the packaged boilerhouse.

This unit was originally developed in collaboration with engineers of Cheshire County Council and the first installation was put into service two years ago at the Park County Primary School, Runcorn New Town.

The aim was to provide complete heating services within one self-contained package. This package was to be space saving, and aesthetically pleasing. Another important consideration was the need for a boiler unit which could be positioned, coupled up and commissioned in a very short time.

We are told that it is usual for these units to be installed and in commission within 48 hours.

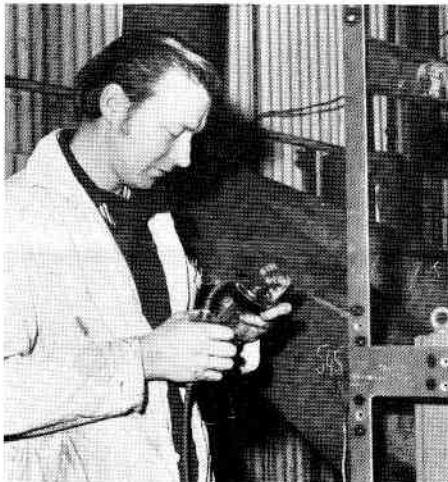
The packaged boilerhouse, which incorporates two Golcalor boilers, has a dual purpose. It has to provide hot water constant temperature heating whilst at the same time supplying domestic hot water for kitchen and wash basin services.

So successful has this design proved that it has since been accepted by many local and hospital authorities including the County Councils of Flintshire and Staffordshire, Liverpool Corporation and Sheffield City Council. In fact, over 60 packaged boilerhouses, each containing two boilers, have so far been sold.

So much for this first look at the activities of the Boiler Division. There are, of course, other stories to tell but these can be told in future issues.



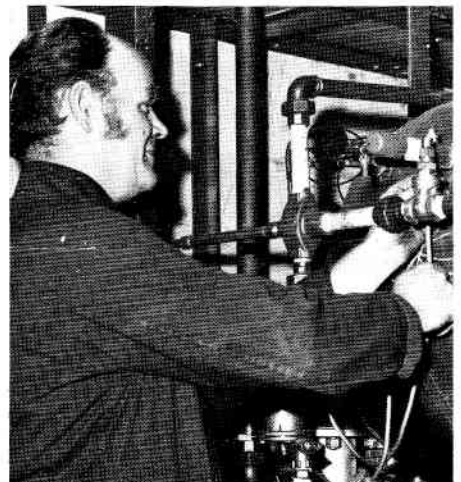
GEC Golcalor packaged boilerhouse being installed in R.C. School, Cheadle Hulme.



Terry Jones, tester in charge, at work on a Scola pack.



Finishing off a boiler before despatch: Terry Jones (kneeling), Alan Anderson and (rear) Joe Rowe.



Dick Trigg assembling pipework.

OLYMPIC AMBITION



Howard Wilkinson, aged 21, a turner in the Tool Room, is a keen racing cyclist. He took up cycling in a serious way at the age of 16 years and in two years had reached racing proficiency. To keep in racing trim his training involves riding 1,000 miles each month and spending two nights a week in the gymnasium.

On his £200 cycle he has raced all over England and the Isle of Man. He has also taken part in three day racing events in France, including the most gruelling race in the world—the 155 miles, single day event between Paris and Roubaix.

He has achieved 15 wins and 20 placings in events staged in this country and in Ireland. He was also chosen to ride for England in the Tour of Scotland race, which was indeed a great honour.

His ambition for the future is to ride for England at the next Olympic Games.

We wish him the very best of luck.

Cartoon by Noel Close, Quality Control.



Rather than wait all those years to present you with your watch, we decided on a presentation now instead.

FOUR CENTURIES OF SERVICE



Mr. Whamond (left) is congratulated by Mr. Sword.

Ten employees with a total of 408 years' service to the company received acknowledgment of their efforts at a ceremony in October. Mr. J. D. Sword, General



Smiling recipients show few marks of their many years of service.

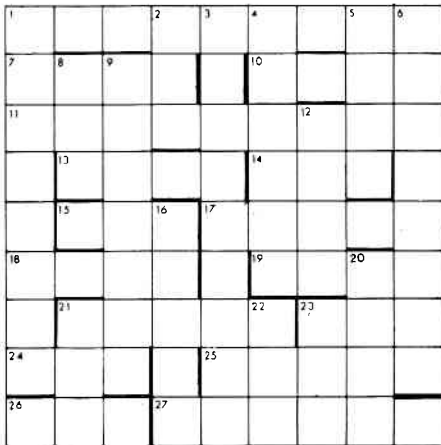
Manager, paid tribute to their contribution to the firm when he handed cheques to four retired employees, and inscribed gold wristlet watches to five long-service recipients. The tenth selected an alternative gift of a hedge-cutter.

Recordholder for the occasion was Mr. A. F. Whamond, a crane driver in the maintenance department, who had put in a total of 51 years, the last 20 on night shift. The family tradition is being continued by his son, Alex, who is a

progress chaser.

The full list of recipients is: Cheques—A. F. Whamond (crane driver, maintenance, 51 years); W. Dowbakin (draughtsman, 46); S. G. Hollis (driller, 34); C. Jenkins (apprentice instructor, 31). Watches—S. A. Cotterill (ratefixer, 40); M. Jones (miller, 40); B. W. Morton (sales engineer, 40); A. T. F. Murphy (service engineer, 41); H. E. Reynolds (sales engineer, 45) and J. Vizard (millwright, 40).

CROSSWORD



ACROSS

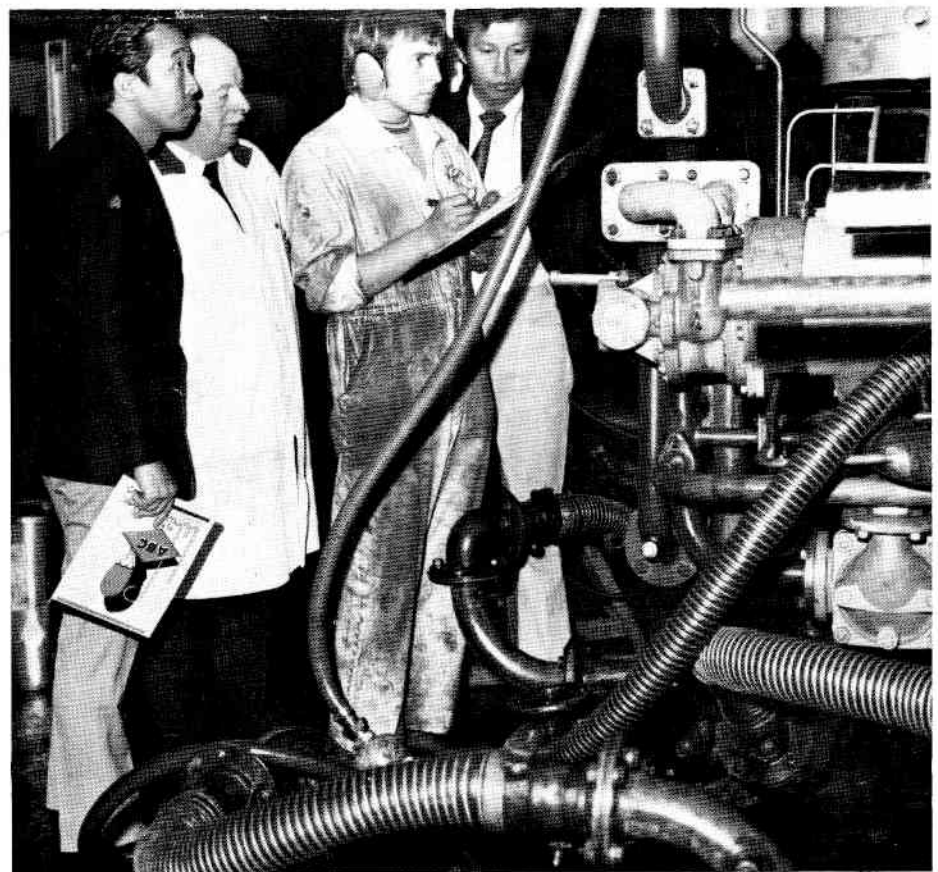
1. They help to keep clothes clean (9)
7. Form of transport (4)
10. Keep (4)
11. Amuse (9)
13. Only eat certain things (4)
14. Old measure (3)
15. Single (3)
17. Undo (5)
18. Want (4)
19. Away from the top (4)
21. Test (5)
23. Motoring body (abbr.) (3)
24. Utter (3)
25. Sample flavour (5)
26. Hostelry (3)
27. Refined (6)

DOWN

1. Make believe (8)
2. Drink (3)
3. Lucky (9)
4. Belgian port (6)
5. Wicked (4)
6. Passed by a Judge (8)
8. Also (3)
9. Record of travel (7) (as pronounced)
12. Male voice (4)
16. Gets ready for printing (5)
20. Unit of electric power (4)
21. Sunburn (3)
22. Young boy (3)
23. Royal Society of Arts (abbr.) (3)

SOLUTION IN THE NEXT ISSUE
CROSSWORD by MRS. P. WILLIAMS, Spares Dept.

How a diesel ticks



Installation and sales engineers of Berca Indonesia P. T. Jakarta, Messrs. W. Marcus and D. Sofjan, are spending three months at Vulcan Works on a training course. The photographer

caught them (Mr. Marcus is on the left), with Jack Shepherd (foreman, diesel test engineers) and John Boon (test engineer).