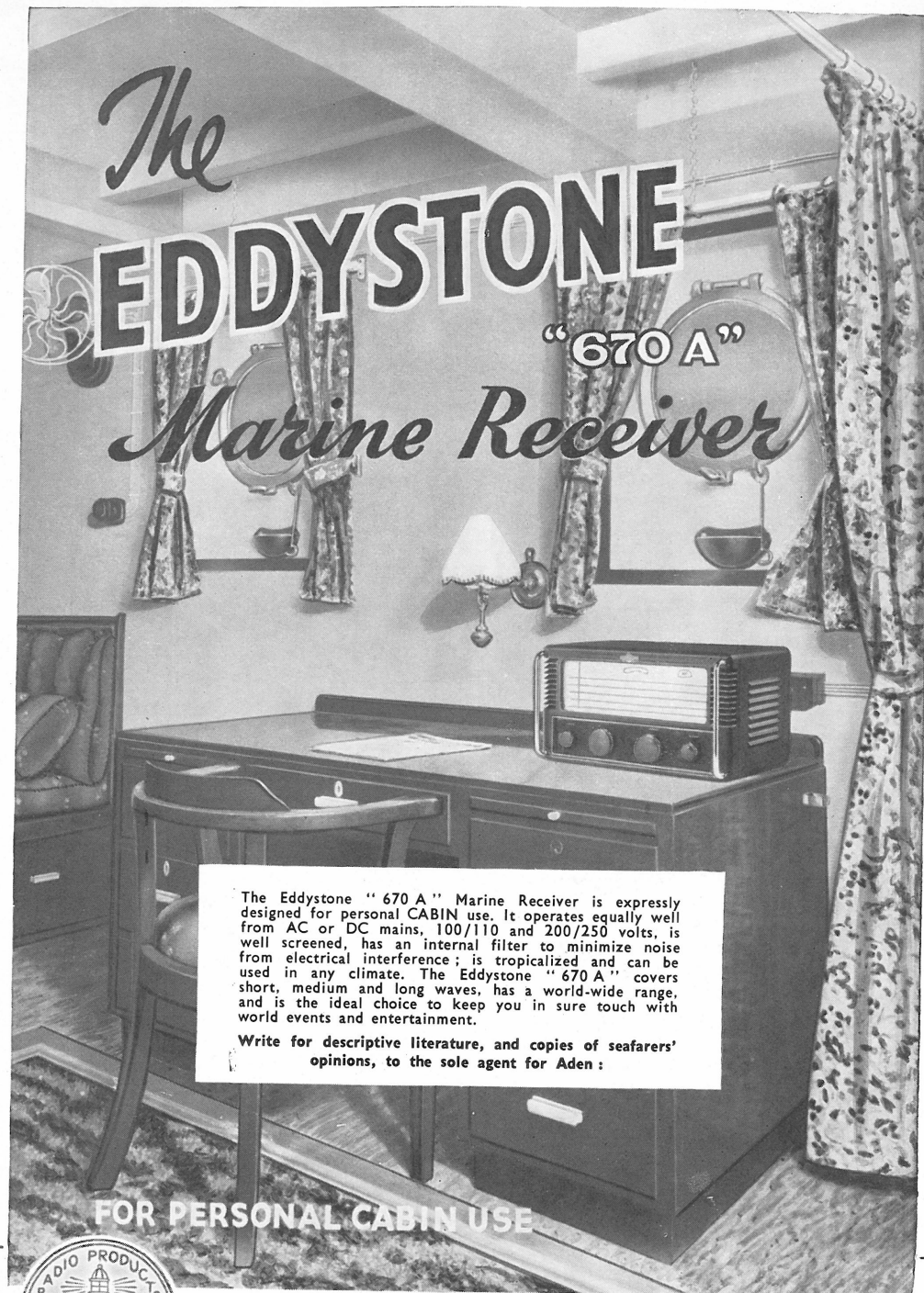


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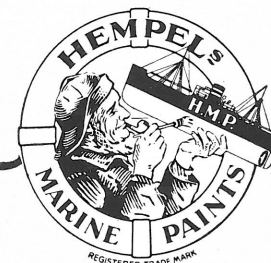
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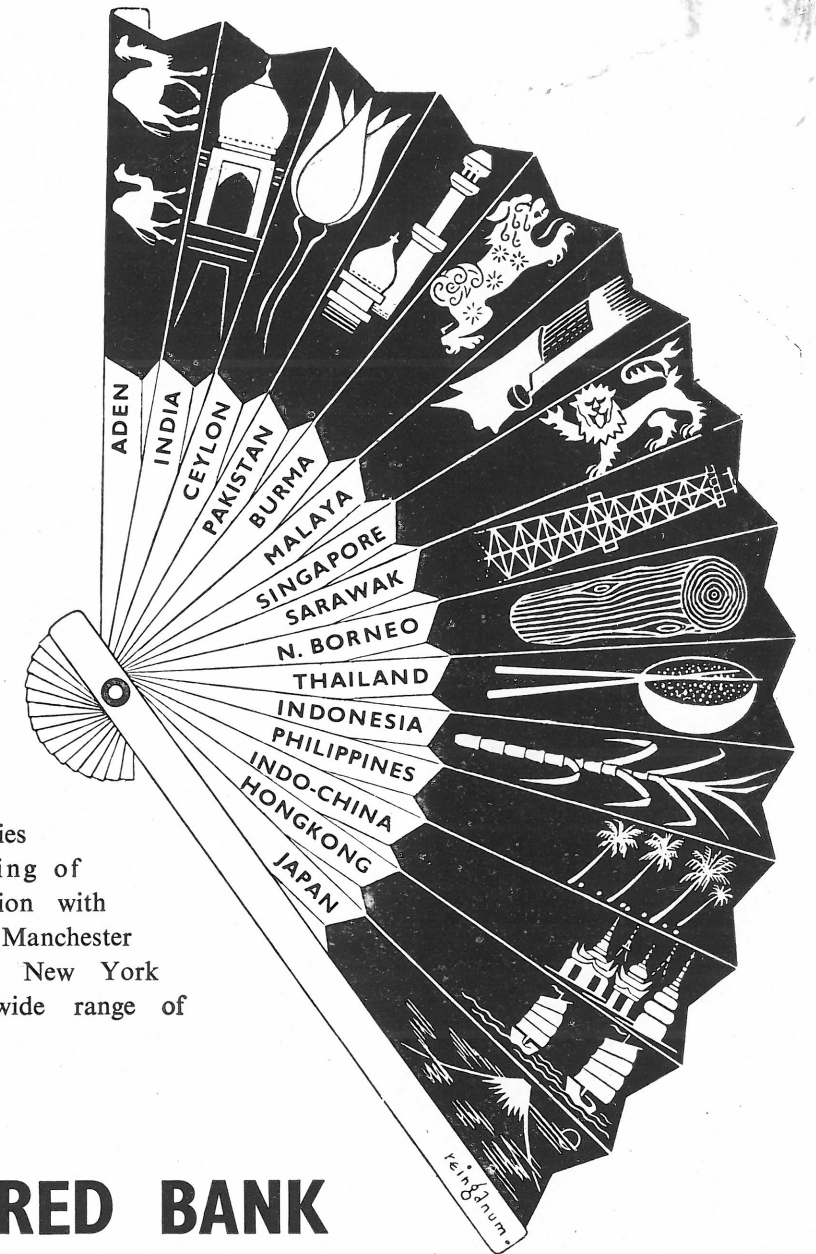
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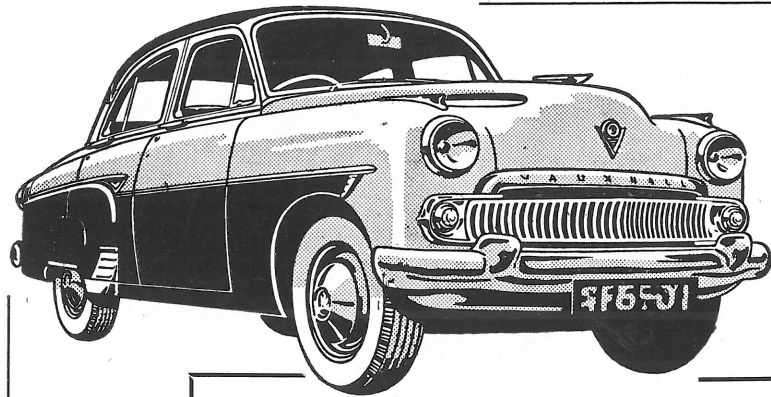
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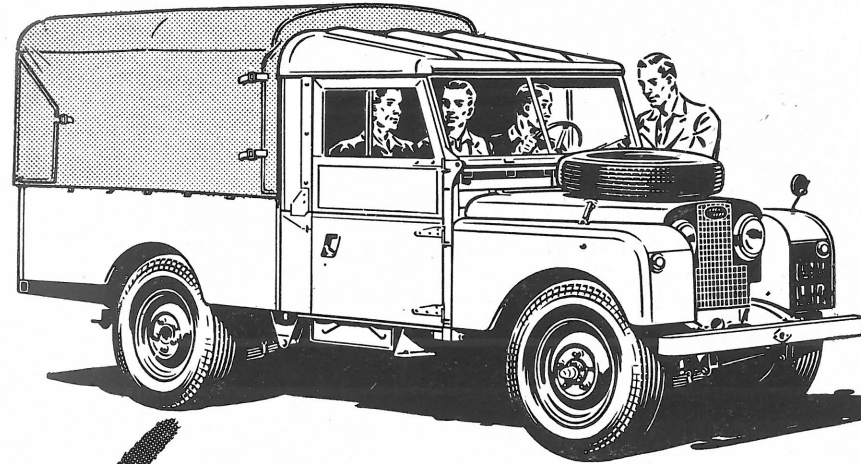
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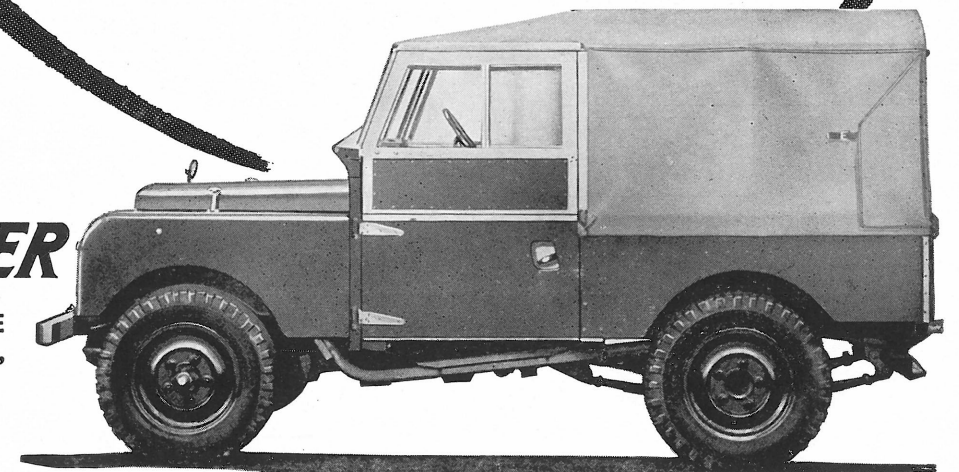
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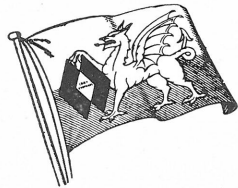
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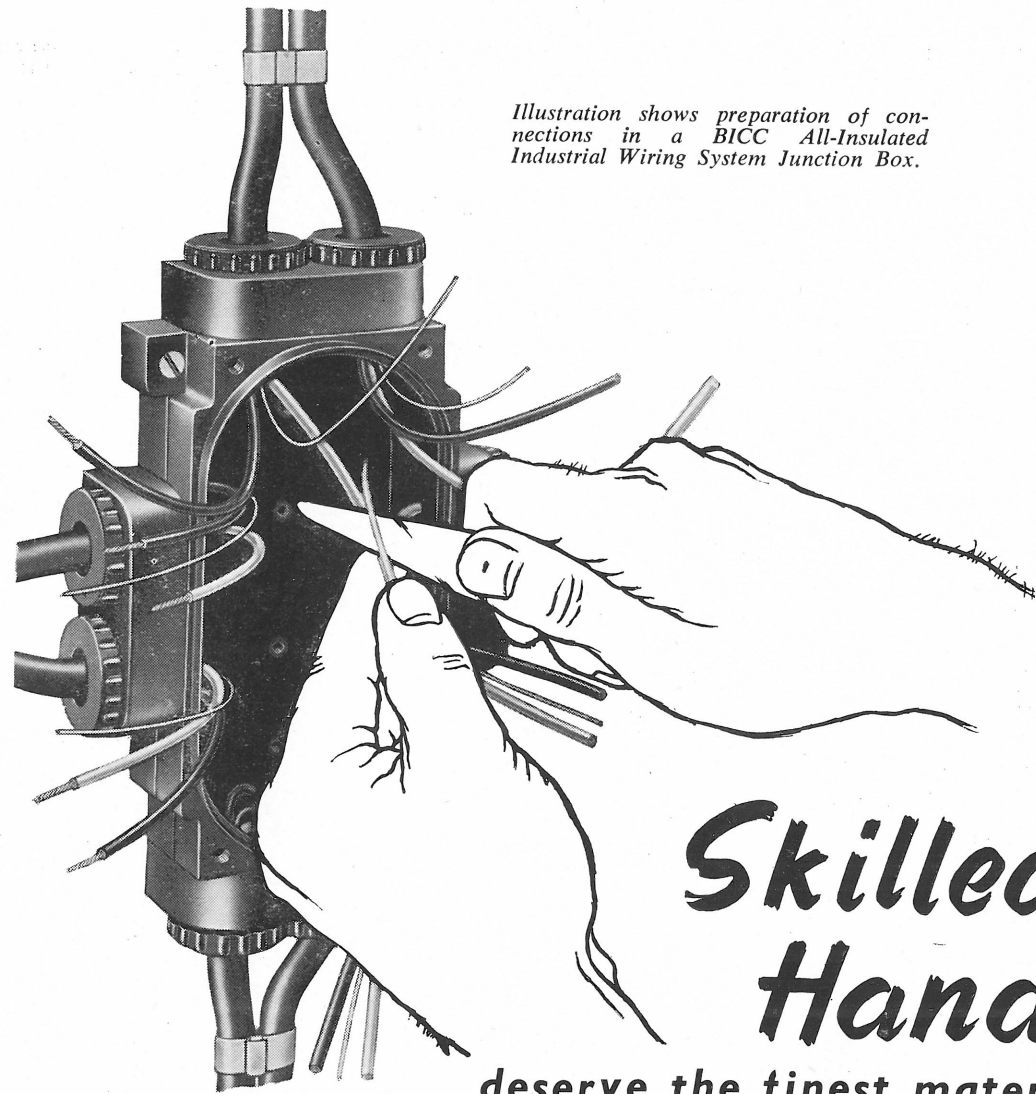


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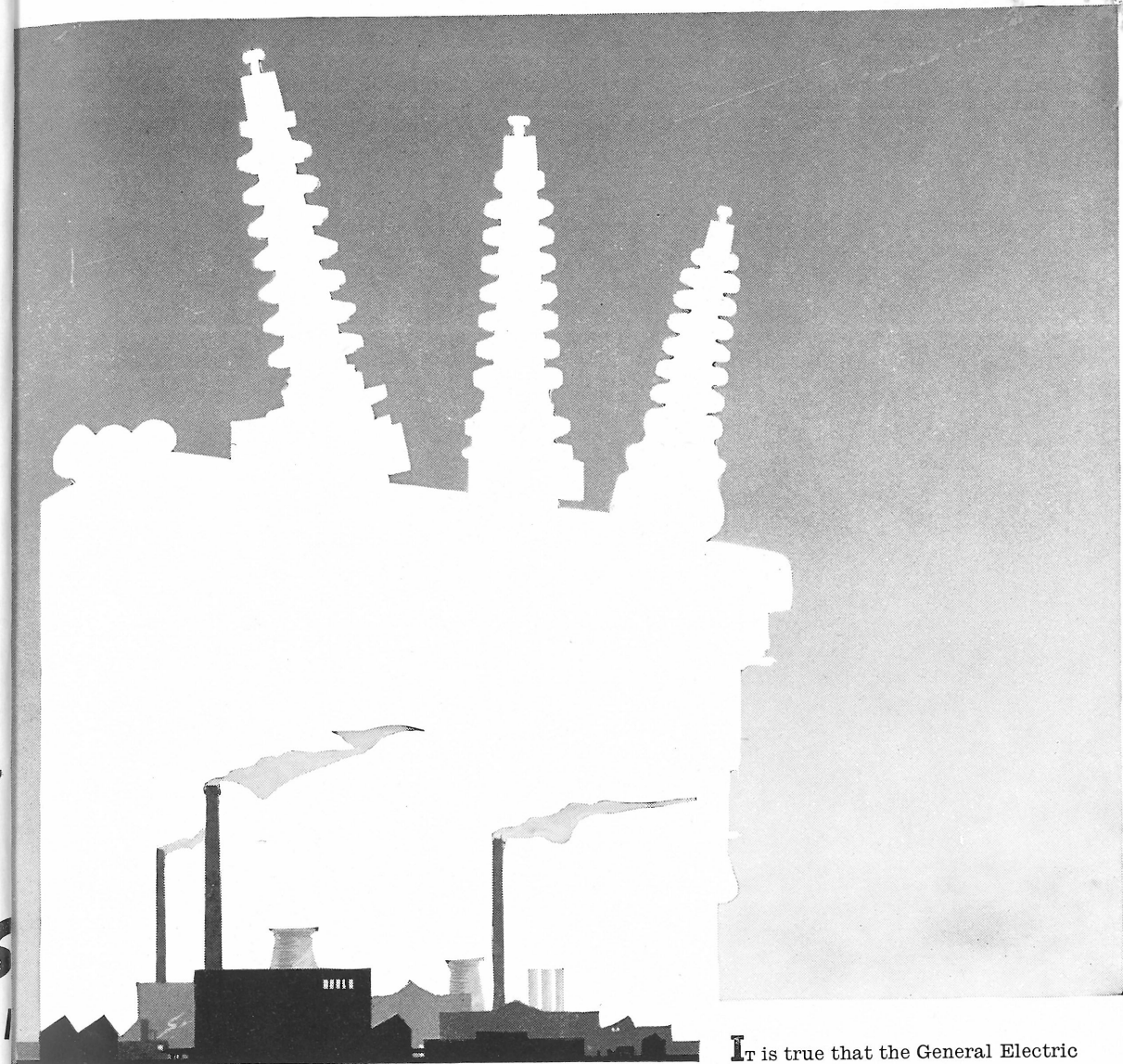
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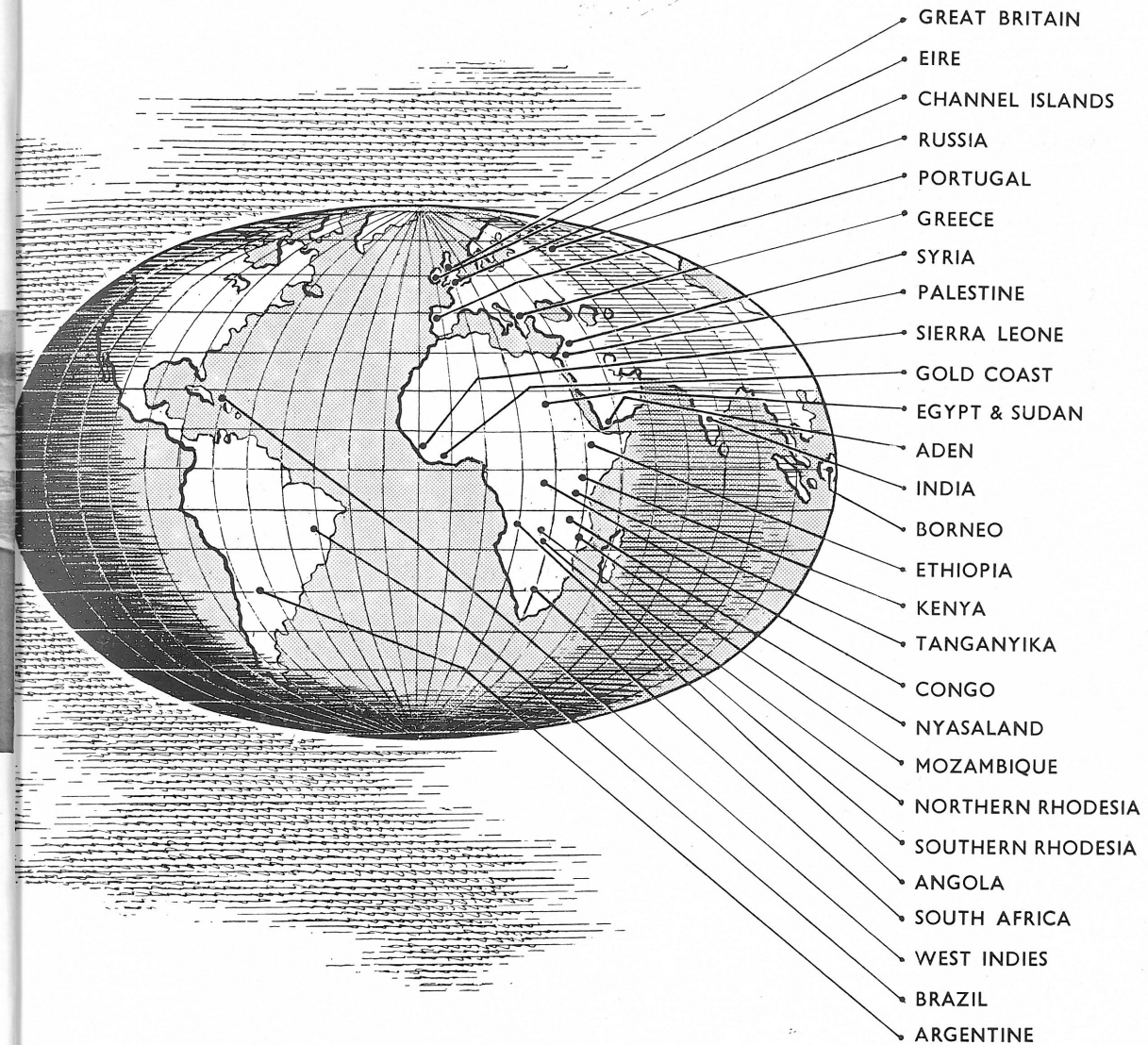
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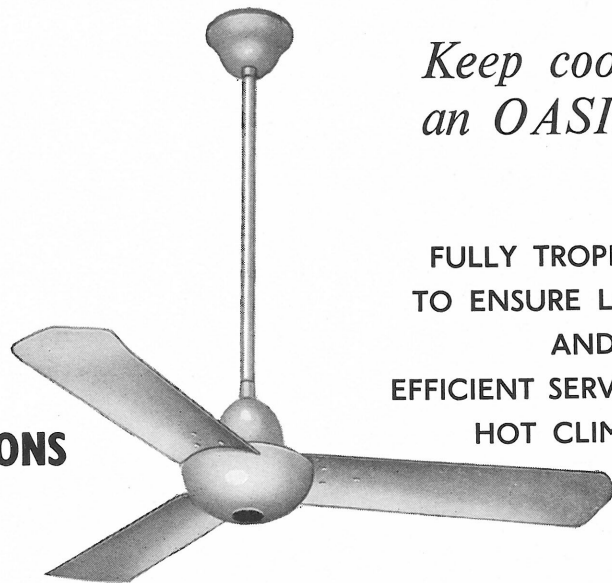
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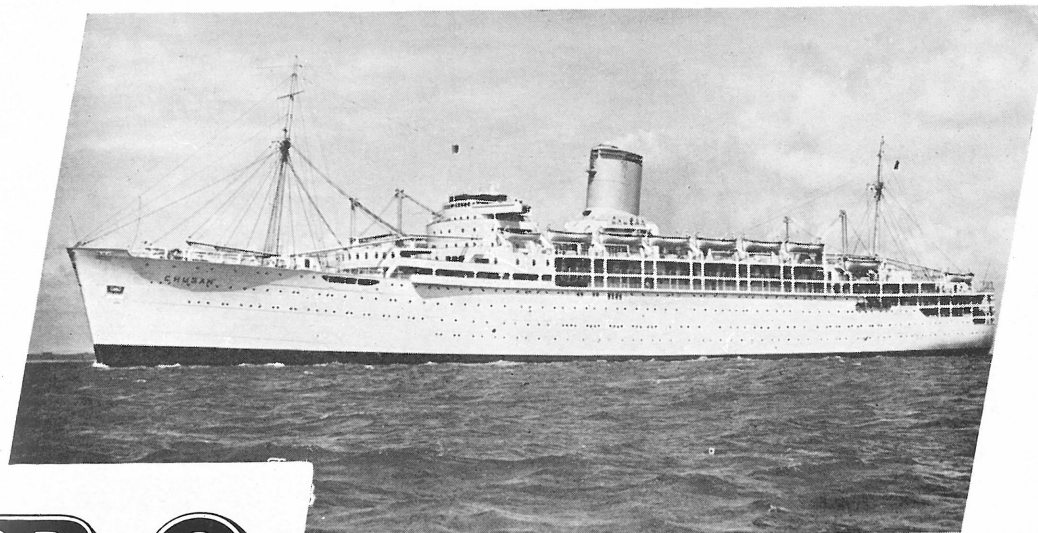


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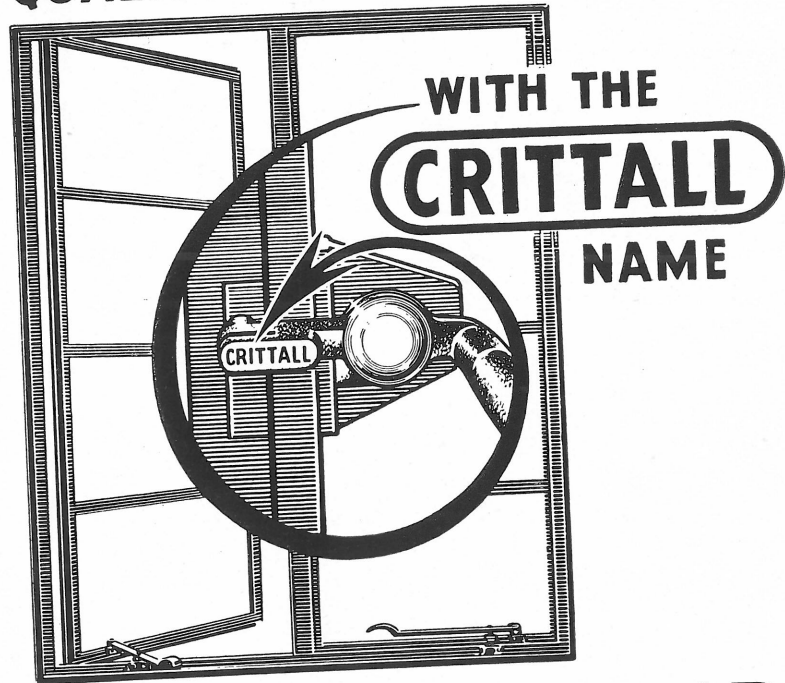


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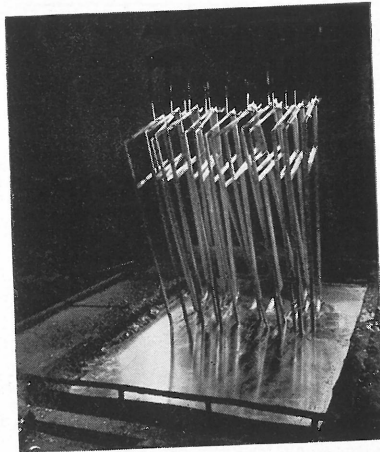
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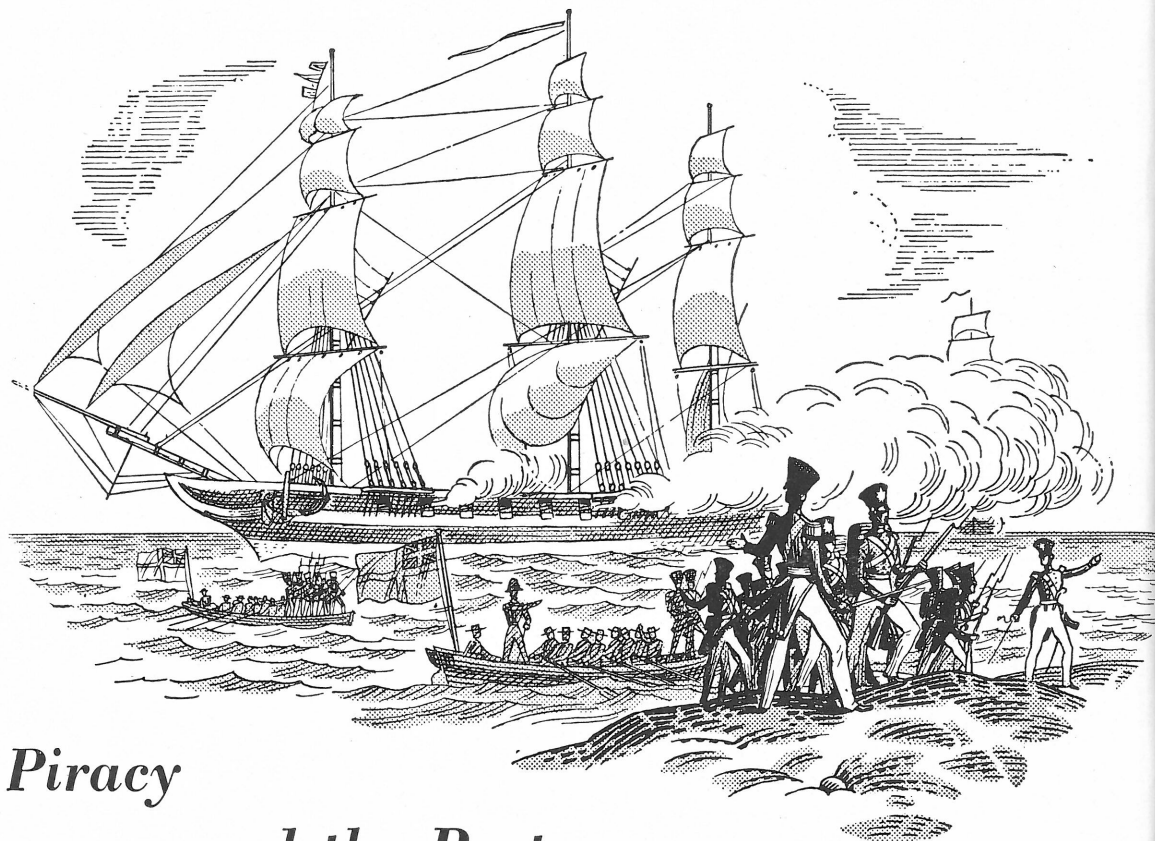
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## Piracy and the Port

Throughout the centuries Aden has been recognised as a leading trading centre; yet it was an act of piracy that prompted Britain to take control of this vital port.

In 1838 an Indian ship was plundered off the Aden coast. The reaction was swift, and at the instigation of the East India Company a military expedition was despatched from Bombay. After an initial bombardment the port was taken by 700 troops, and Captain Haines of the Indian Navy installed as the first British Resident.

Today, Aden's prosperity springs not only from the trade of the surrounding territories which passes through the port but also from its unique position as a refuelling centre for oil and cargo on the main eastern trade route. To facilitate the business of those concerned with eastern trade there are two branches of the National Bank of India—Camp Office and Steamer Point Office. Through their long-standing associations the National Bank of India have an unrivalled knowledge of the many problems peculiar to eastern commerce. Call at any National Bank of India branch, the Manager there will be pleased to give you details of the Bank's services to traders.

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**COVER PICTURE :** Part of the Abyan country, where cotton, trees and vegetables are now being grown extensively under irrigation. An article on this cotton-growing venture appeared in the 1953-54 issue of the Annual. Colour photograph by courtesy of Dr. Herbert Greene.

## PORT OF ADEN ANNUAL, 1955-1956

### Contents :

	PAGE
FRONTISPIECE	28
PORT DEVELOPMENT AT ADEN	29
THE INDISPENSABLE CAMEL, by Harold Ingrams, C.M.G., O.B.E.	33
PROGRESS IN EDUCATION	36
PUTTING ADEN ON THE MAP	39
THE GOOD TURN	41
ADEN—PORT OF ENCHANTMENT	42
THE CLAN LINE AND ADEN	45
NEWS BRIEFS	47
THE ADEN SCENE	50
ADEN'S OLDEST SHIP CHANDLERS	54
CULTIVATING THE DATE	55
THE CHANGING FACE OF KUWAIT	58
SOTRA—ISLE OF THE BLEST	61
PRIMITIVES IN AND AROUND ADEN, by W. Victor Harris, M.Sc., F.R.E.S.	65



### Aerial Artistry

*Shore line of the Inner Harbour at Aden, with Post Office Bay in the foreground*

## Port Development at Aden

TWO years ago the Aden Port Trust resolved to undertake extensive works in part implementation of the development plan which had been prepared in 1950 by their consulting engineers, Sir Bruce White, Wolfe Barry and Partners, London. The work embraced by the plan extended broadly to dredging, land reclamation, and the construction of quay walls and ancillary works. The projects now in hand should for the most part be completed by the middle of 1956 at a cost in the order of £2.5 million.

The development plan was guided towards two main objectives: the obligation of the Port Trust to maintain existing berths in the harbour at advertised depths, and to make provision for the increasing size of vessels using the Port in keeping with the improvements policy of the Suez Canal; and the necessity for the Port to adapt itself to a somewhat different role in the handling of commercial traffic than it had hitherto occupied. At the same time the opportunity was to be taken of reorganising the moorings.

There were changing features in the activity of Aden as a port: the coal-bunkering trade was rapidly dying, while the oil-bunkering trade was correspondingly growing; and there was a significant change in traffic volume and flow from the Red Sea and North-East African regions, which Aden had naturally assumed the position of entrepôt port by virtue of its geographical position and of the harbourage facilities it could provide.

The coastal trade functions revolving on the warehouses of Aden had previously been undertaken by dhows, but during the post-war years not only had trade potentials increased but there had been a trend towards using modern powered steel vessels, mostly diesel and up to 2,000 tons, for this traffic. For such vessels, much less than for deep-draught ships, Aden had not been equipped with any wharfage, the existing import

wharf at Ma'alla having no more than about 6ft. of water and being unable to accommodate any craft apart from dhows and lighters.

Under pressure of the congestion which was becoming acute at the existing wharf it was decided by the Trustees that a modern wharf suitable for the accommodation of coasting vessels, and having a 20ft. depth of water at low water, was essential to meet the changes that were taking place. This wharf was to be fully equipped with transit sheds and electric semi-portal cranes.

Coincident with the construction of a wharf for coastal vessels there arose the need to cater for the extensive lighterage activity of the port, that is to say to provide wharves having nine feet of water at low tide; and as it was obviously uneconomical and undesirable for the new import quay to be allocated to lighter traffic the plan directed that lighterage wharves should be built on an entirely separate alignment.

Thus the plan took shape, allowing for development of medium-depth wharves for coasting vessels on one alignment and for lighters on an inner quay line which in future would assume the form of a cut or canal.

The pattern dictated by the configuration of the harbour bed entailed the reclamation behind the boundary wall of the Port Trust of an area of land some 80 acres in extent which, in view of the land shortage of Aden, was likely to prove extremely valuable for housing development. For reclamation purposes the material dredged from the harbour, both from the dredging improvements to existing mooring areas and from new channels serving the new wharves, was available to useful purpose rather than being dumped at sea.

The first stage of this wharf development at Ma'alla embraces 800ft. length of import quay, 360ft. of lighter quay joining the import quay to the existing wharf, 1,000ft. of lighter cut quay and all the rubble bunding appertaining to the reclama-



tion of the land and the construction of the quays.

The 800ft. length of import quay will be served by three electric semi-portal level luffing cranes, each of three tons capacity and with an outreach from the face of the quay of 34ft. The rear legs of these cranes will be carried on a gantry 733ft. long, the stanchions of which will be incorporated in the steelwork of two transit sheds. These sheds are each 250ft. long by 100ft. wide and will be sited on the quay on a face line 50ft. back from the cope line. There will be a clear width of wharf under the semi-portal of over 40ft.

The import quay is provided with cast-iron "Bean" pattern bollards, and the lighter quays have mushroom bollards.

Fendering arrangements consist of vertical and diagonal cylinders of rubber suspended by chains on the face of the quay, a type of fender which has been successfully used in late years in South America and in Eastern countries. In view of the temperature and salinity of the sea water at Aden, the high rate of metal corrosion expected in the fender fixings has been met by the use of stainless steel where such fixings are embedded in

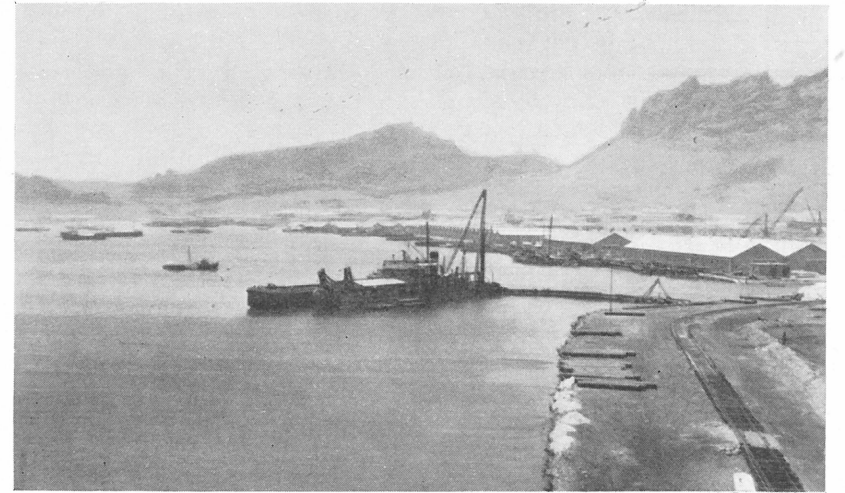
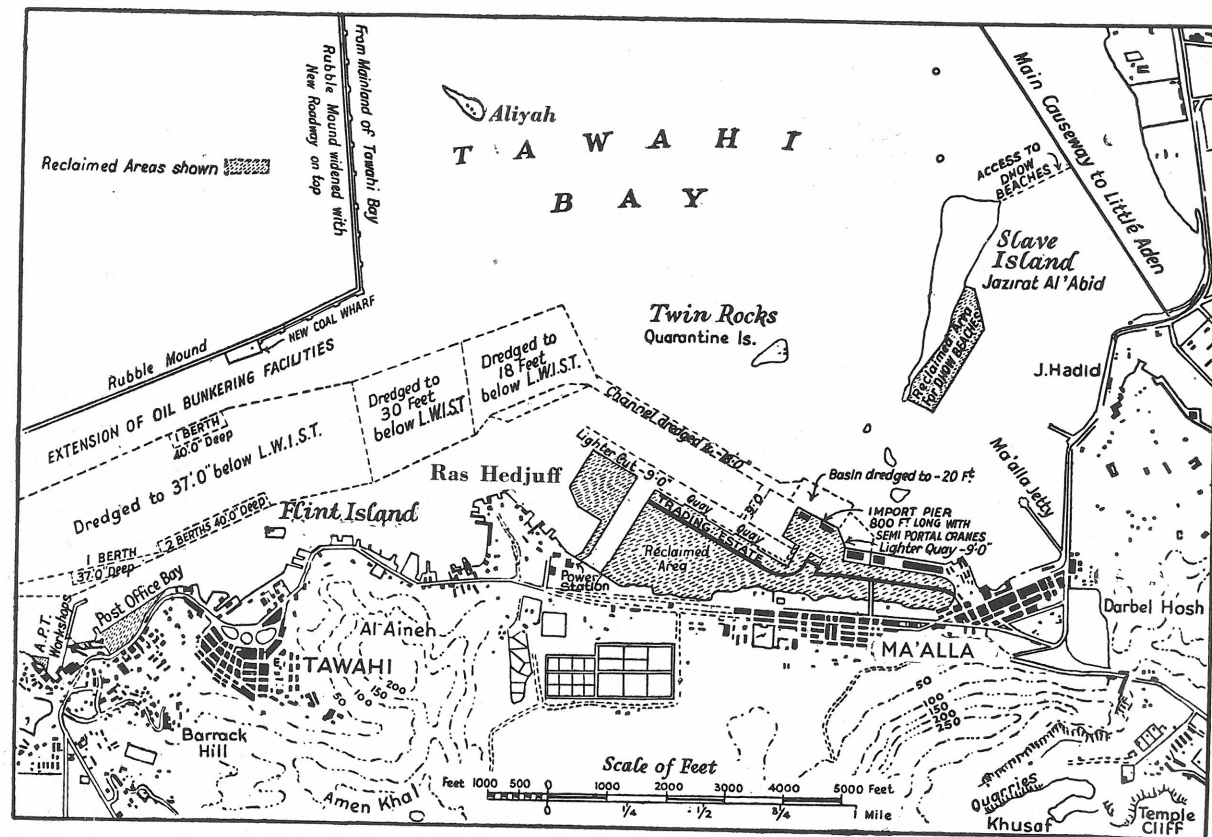
the concrete of the quay, thus making replacement necessary only for accessible parts.

The wharves for lighterage purposes extend along a cut with a dredged depth of nine feet below low water. The mass concrete wall is provided with bollards, ladders, steps and a fendering system similar to that of the import quay.

To meet administrative expansion there is to be a new wharf office in the centre of the development, while a masonry boundary wall will delimit the Port working area. Water supply and electricity supply systems will be provided, the former including a fresh water supply to ships and a salt water fire-fighting system.

The dredging programme for deepening the harbour, and with which the reclamation programme is inter-related, consists of deepening the following areas to 37ft. : (a) the entrance channel, including the area west of the Fairway Buoy ; (b) the existing 36ft. area of the inner harbour ; (c) an area at the entrance bellmouth ; and (d) a new berth in the existing 33ft. area.

Other dredging work comprises the formation of three berths with a depth of 40ft., two on the



*Dredging in progress, with floating pipeline. Ma'alla wharf can be seen in the background*

south side and one on the north side ; deepening to 30ft. the existing 27ft. area of the inner harbour ; and the Ma'alla development, which is for an 18ft. entrance channel to the 20ft. basin at the import quay and a nine-foot channel known as the lighter cut.

The large quantities of spoil available have made it possible to reclaim other areas besides those at Ma'alla. These are at the Port Trust workshops, the Post Office Bay and an area in front of the power station at Hedjuff ; areas totalling approximately 25 acres.

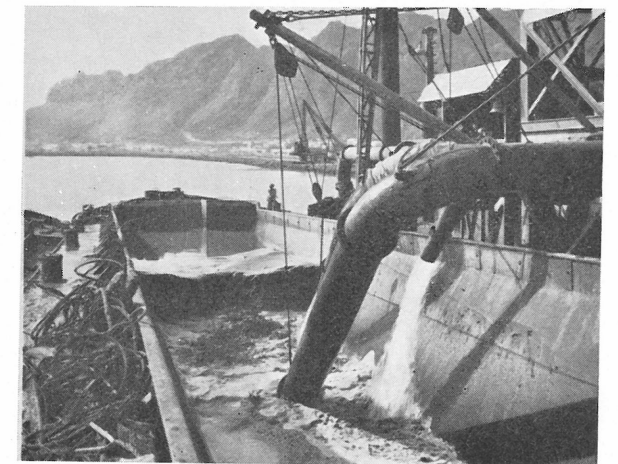
One of the interesting features of the reclamation of land at Ma'alla was the necessity to transfer the traditional and age-old dhow building beach to another location. To this end an artificial beach was formed from dredged material on the southeasterly shore of Slave Island, the connection to the mainland being made by a road carried on a rubble bund joining Slave Island with the new causeway, which had been built across the harbour in connection with the recent establishment of the oil refinery.

As a further development of the plan to construct lighter wharves, opportunity was taken to plan these wharves in such a manner that a trading estate, much on the lines of such estates which have in recent years evolved in ports in the U.K., could be included. Thus in the rear of the quays the development allows for a 50ft. strip of wharf space, measured from the cope line, behind which there are proposed plots about 200ft. in depth which will form the base of the trading estate. Then comes a 30ft. wide service road and footpath

for the whole of the estate, and finally the boundary wall enclosing the Port of Aden Trust area.

The need for such an estate in Aden seems obvious when the wastage in transportation and manhandling of import and exports, which involved lighterage to the old Ma'alla wharf, transportation by road to the godowns and warehouses of the importers and merchants some two and a half miles away in Crater, and the corresponding routing in reverse, are considered. By the establishment of a trading estate it is open to the various importers and merchants to acquire what amount to private wharf facilities and to establish at the waterside warehouses and storage depots,

*Dredged material being discharged into a barge for reclamation work*



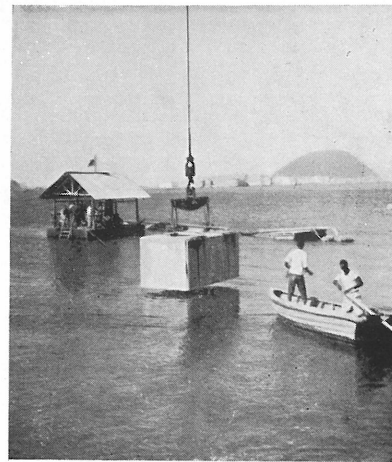
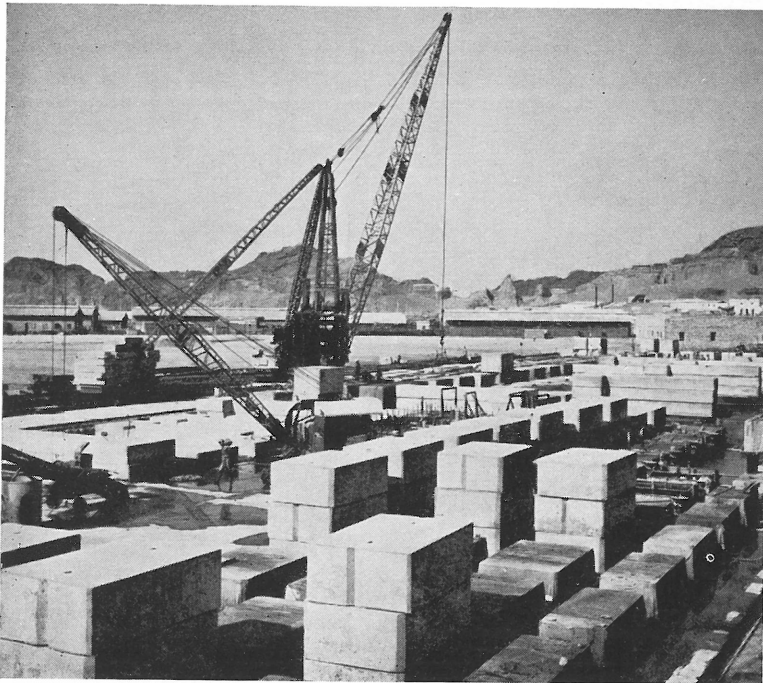
with the possibility of introducing new activities such as cold storage, packing depots, grain silage and various light industries within the framework of a plan for orderly development.

Another activity which has received the attention of the Port Trust in their policy of ensuring that the Port can fulfil its role of regional importance is the development of slipway facilities; and a further area of land at Hedjuff for this purpose is being reclaimed under the present development programme as previously noted. Hitherto, the facilities for slipping tugs and lighters had grown in a piecemeal manner along the waterfront and had been outstripped by the growth in size and numbers of lighters and tugs employed by various firms in the Port. In the area which will be reclaimed by dredged spoil retained by rubble bunds it will be possible for the firms to build up-to-date slipways, workshops and workyards in keeping with the demand for repair facilities and the construction of new craft.

It is worthy of note that development of the Port is not entirely directed to the south or mainland side of the harbour. At the so-called rubble mound or enclosing breakwater built by the Admiralty during the war on the north side of the anchorage, the Port Trust are constructing a new wharf, having 9ft. of water at low tide, for the accommodation of the coal-bunkering

trade, and are connecting this new wharf with the mainland of Tawahi Bay by a roadway constructed on rubble running alongside the mound. On this side of the harbour further developments in the oil-bunkering trade are taking place which will make the number of bunkering berths served by submarine pipelines no less than five on the north side of the harbour as well as the existing eight on the other side.

Dredging work under the present development was begun in July 1954 by the joint dredging contractors—Kalis and Co., and the Dredging and Construction Co.—who had by then completed the dredging work at the new oil port at Little Aden. Construction work, under the main construction contract, which was awarded to Pauling and Co., began in April 1954, with the formation of bunds at reclamation areas to receive the dredged spoil. The engineering of the scheme is the responsibility of Sir Bruce White, Wolfe Barry and Partners, the consulting engineers and agents to the Aden Port Trust.



*Left: blocks required for the Port construction being stockpiled in the blockyard of Pauling & Co. Above: a 20-ton foundation block being placed in the water*

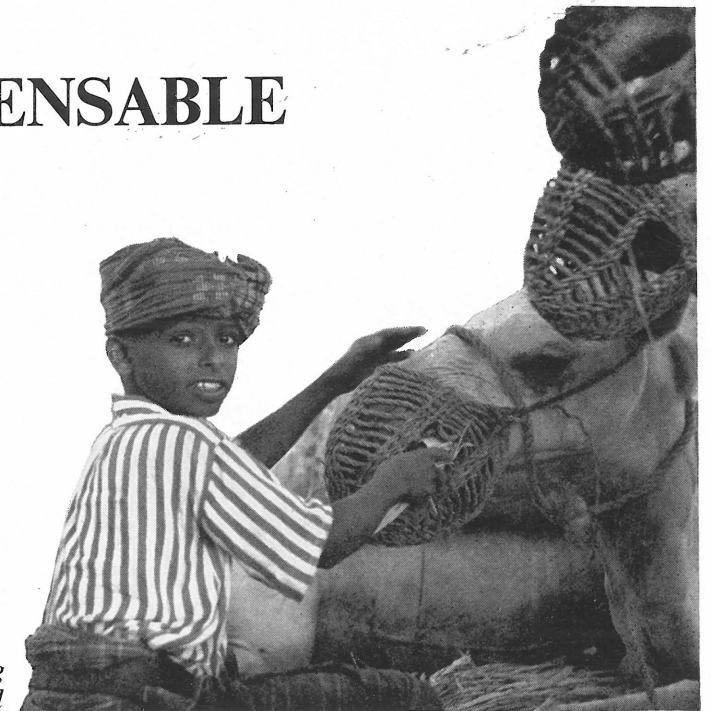
## THE INDISPENSABLE CAMEL

by

**HAROLD INGRAMS**

*C.M.G., O.B.E.*

*A driver's son un-muzzling  
camels before they are fed*



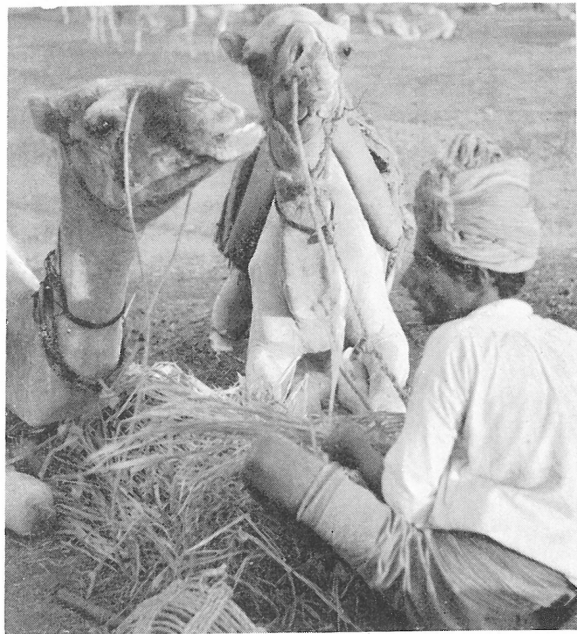
THOSE of us who live on the fringes of Arabia, shaping our lives as far as may be on our own Western resources—air-conditioned houses, ice, tarmac roads and motor-cars—naturally regard the camel, along with the sun and the sand and the rocks, as an integral part of the Arabian landscape. Arabia would not be Arabia without its camels, though some may think that the day will come when the internal combustion engine will make it a beast as rare as the horse is becoming in England. Probably, however, that day is a long way off and perhaps it will never come at all, for Arabia will never be very thickly populated and the camel is likely to survive serving difficult valleys and mountain villages and remote oases where lorry and aeroplane cannot economically penetrate.

Certainly one is right in regarding the camel as an indispensable part of our conception of Arabia, yet how strange it is that of all the brute creation the camel alone could not exist without the human, who is himself in so many ways largely dependent on his camel for his own existence. As far as I am aware the camel cannot even propagate his own species without human assistance. That is what the Arabs say, and I have never yet heard

the statement, often made by experienced travellers, contradicted. Quite an elaborate preparation is necessary to arrange the camel's nuptial couch and assist the creatures in the very act.

All this presupposes modifications in the anatomical structure of camels which must surely have taken place during the course of the beasts' domestication. When that took place no one knows. Ancient Egyptian drawings show domesticated camels around 3000 B.C., rather before the first pyramids were built. No one even knows if one-humped and two-humped camels may not have been the same animal. There is little, if any, skeletal difference between them. Wild camels have been known nowhere in historic times. By the way, "dromedary" means a one-humped Arabian camel used for fast riding; it does *not* mean the two-humped or Bactrian camel.

A popular misconception about camels is that they are really tough creatures. In fact they are delicate and require constant attention. They depend to a very great extent on human care and the Beduin devotes much time to the provision of food, water and good living conditions. A camel can do without water for days because its internal arrangements provide a good deal of storage ac-



*A morning break*

commodation. Often travellers in the most waterless places have had to slay their camels for this stored water—green and unsavoury though it looks—and for the meat as well.

But the camel cannot do without food and is a fastidious feeder. To one unaccustomed to camels this statement may seem strange, for a diet of what looks like a vegetable species of particularly vicious barbed wire is not everybody's choice! Varieties of acacia thorn bushes are, however, the camel's favourite diet and their occurrence in various wadis governs the route which caravan tracks take and determines the traveller's mid-day and evening halts.

In some places man depends entirely on the camel, which not only transports him and his goods but provides him with milk and wool. From the latter are made the camel's ropes and girths, carpets, and the camel-hair tents which are often the homes of the Beduins.

I suppose in London I might shudder at the idea of camel's milk, but whenever I am asked what I like best for breakfast I think first of a frothing bowl of camel's milk and a handful of dates. Among some tribes of the Hadhramaut a most enlightened ordinance prevailed. The traveller, provided he started the milking himself, could have his bowl filled by the owner of any milch camel he found. Out in the blue one took full advantage of

this, and my companions and I, short of food and water, have sometimes had our fill of the camels we found hobbled on our desert ways.

It is, I think, really the indispensability of the camel which forms the basis of the care which his master lavishes on him. The camel is rarely a really lovable animal, though there are camels which return affection like a horse or a dog. Vicious beasts are more common in camel kind, however, and bad temper much more frequent. Human failings are present and indeed exaggerated in a camel. No one really *likes* getting up on a cold morning and going to work, but most of us accept it as a necessary evil, even on a Monday morning. The fuss the camel makes about it passes all reasonable bounds; the bad temper displayed any morning is fantastic and the noise is worse than in the lion house at the Zoo near feeding time.

Most people have observed the supercilious air of the camel; it is commonly stated that it is due to the beast knowing the hundredth name of God and feeling superior about it, but the real fact is that the expression, which could be matched on the faces of a good many retired colonels in London clubs a generation ago, is due to chronic indigestion! A little observation of stall-fed camels shows that a large proportion of the food they eat passes through them undigested. This is particularly the case with grain-fed camels.

#### Several Breeds

It may be that, on the whole, southern camels are more vicious than northern. Many southern camels are blackish in colour and camels of this colour are popularly supposed to be more vicious than the ordinary dun-coloured ones. I suppose most people know now that there are breeds of camels for most types of country and that, for instance, a camel of the sands is no use in mountain country. In South-West Arabia they are used for a variety of purposes and there are several different breeds.

In Aden, of course, they are familiar sights harnessed to carts. In Sana they can be seen blindfolded in deep cellars turning primitive oil mills. In many parts of the Protectorate they are used for ploughing, and almost everywhere they draw water for irrigation from wells. In the Hadhramaut mixed teams of camels, oxen, donkeys and women are often seen at this work: I have never understood why the ox alone of the team is always given a titbit at the end of each pull. But over most of this country camels' primary use is as pack animals, and travellers generally ride on

their luggage. Most Aden Protectorate camels are of poor quality, and good riding camels are few. The best, which are famous for speed, come from Subeihi country, which has generally provided riding camels for the Aden Protectorate Levies, the Hadhrami Beduin Legion and other local forces. Reasonably good steppe camels are bred in Dathina and are mostly employed in caravan work on routes running north-east from Aden. In various parts of the Hadhramaut local fairs provide ready markets for camels. The Manahil and Mahra are great breeders and many camels change hands at the Meshhed fair and the Qabr Hud pilgrimage. There is considerable mortality in the dry lands of the Hadhramaut, and droughts in recent years have meant the loss of thousands of beasts.

#### Slow Travel

Over all this area camel travel is slow—rarely more than 2½ miles an hour or 25 miles a day. Once one has accustomed oneself to the motion of the camel and to sitting on one's luggage it is very comfortable. One can sit in almost any position—cross-legged on top, legs to the right or the left, or central on the beast's neck. One can read, sleep (though sleepers sometimes fall off) or even take compass bearings. I have known travellers smoke a hubble-bubble pipe.

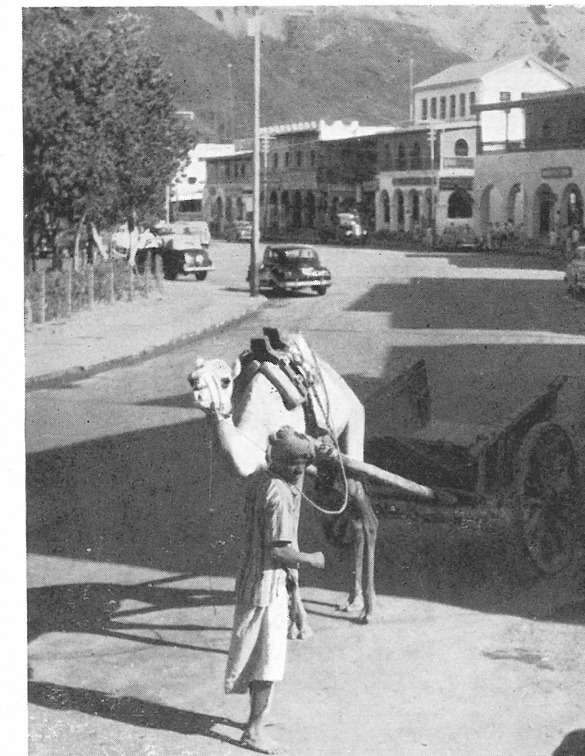
Bearing in mind the weight of the rider, camels should not usually have a greater load than, say, 250lb. It is never wise to overload camels, particularly on steep and stony paths and on long journeys. Cow camels generally have greater endurance than bulls. They go farther without plentiful grazing and water, especially in the mating season, when the bulls are easily exhausted. They are usually trained for load carrying from their third year but do not work regularly till about the sixth. They may go on until they are 25 years old but are frequently worn out much earlier. Given a quiet life, a camel may live to 40 or 50. A cow is usually mated in its sixth year.

The Beduin naturally has to be his own vet. Camels suffer from many ills, but their troubles are usually attributable to bowel disorders and inflammation of the joints. The Beduin treats these troubles as he does his own, often with a red-hot iron. Saddle sores are treated with ash—or, better, with rest. Camels sometimes cut their feet on stony paths and then the Beduin sews a strip of leather or inner-tube on to the beast's pad. By the time it has worn out the wound is cured.

I have a guilty feeling that maybe I have not

been as kind as I might about the camel, so let me confess to more than a sneaking fondness for the beast, even if I have not many illusions about it. Writing about it has induced a severe nostalgia. I should be much fitter than I am at the moment, and much slimmer, if I were just back from a month's journey perched on top of my luggage on a camel's back. But they are certainly queer beasts, with their odd, disagreeable noises in the early morning, and even in the night when one is sleeping near them. I remember my Zanzibar boy on the first evening of his first camel journey remarking that they "sang at both ends." Nevertheless, they are patient enough and silent enough as they move imperturbably along at their slow and steady pace. One feels very free on a camel's back in desert ways and there is nowhere better to think. There is nothing to disturb one except the pad, pad, pad of the camel's feet and the scrunch of the sand beneath them. How welcome is the mid-day halt beneath an 'elb-tree or a rock, and how good the sleep, preferably in blankets on the sand, in the cool night. And then, please, the frothy bowl of warm milk and the dates for breakfast!

*On business in the Crescent,  
Aden's main shopping centre*





*Protectorate teachers on a vacation training course*

## Progress in Education

**B**OTH the quality and scope of education in Aden Colony have shown a notable improvement in recent years, a development which may be said to have begun in 1938, the year Aden became a Crown Colony. To-day, the rise in the standard of instruction at all levels is marked; staff has increased, buildings have been expanded and equipment has been improved.

Teaching in the Government schools—which cater for about half the children in the Colony—is controlled by the Education Department, which also supervises instruction in the grant-aided and, to some extent, in the private schools as well. The only exception is in the case of the small Quranic schools, normally attached to mosques, whose chief concern is the teaching of the Quran to children of various ages.

The department is an active body. Officially recognized as an examining authority for the conduct of the London University and Cambridge University examinations and for the examinations of professional institutions such as the City and Guilds and the Chartered Institute of Secretaries, it also conducts the primary leaving, clerical service, teachers' qualifying and language examinations. Another important activity which it organizes through a committee is the selection and production of textbooks for the primary schools. The department is helped by an advisory council and various parents' committees, and through these

bodies the public is kept informed of educational developments.

There are three levels of education—primary, intermediate and secondary. At present there are six Government primary schools for boys and four for girls, catering for nearly 3,000 pupils. The primary course lasts four years and takes the child up to the age of 11. Instruction is in Arabic and the curriculum includes reading, writing, arithmetic, history, elementary science and English. Special attention is paid to handwork and visual aids, and regular visits are paid to places of interest as part of the geography syllabus. The whole course leads to the primary leaving examination certificate, which enables its holder to apply for admission into the intermediate schools.

Here the course, which is almost a continuation of the primary one, lasts three years, at the end of which time a boy can pass, by examination, into Aden College at Sheikh Othman or into the Technical Institute at Ma'alla. Although there is only one Government intermediate school for boys, it is a large one comprising five streams, with an annual intake of 160 boys and a capacity enrolment of 480. The equivalent school for girls has a total enrolment of 150. A further intermediate school for girls may, however, be provided at a later date in Sheikh Othman. In the syllabus, emphasis is laid on English, but Arabic remains the medium of instruction.

Teaching is in English both at Aden College

and at the Technical Institute, where four-year courses lead, respectively, to the General Certificate of Education and the City and Guilds of London Institute examinations. Great stress is laid on the building of character. Civics is taught, and pupils are encouraged to take part in a variety of societies, games and sporting events. One of the highlights of the school year is the annual inter-school sports: last year there were over 750 competitors. Religious teaching has a prominent place and the boys are encouraged in their various obligations. At Aden College there is a fine mosque for the use of Muslim students.

Each year scholarships for post-secondary studies are awarded to candidates holding the G.C.E. or its equivalent and who are in other ways suitable, and their selection is normally made with the help and advice of a scholarship committee. At present 15 scholars from Aden are in the U.K. studying medicine, engineering and pedagogics, and the excellent progress they are making reflects credit in turn on the schools that gave them their educational foundation.

Expansion is also taking place to-day in the Colony's grant-aided and independent schools. About three years ago an association of these schools was formed to promote closer links and assist educational progress generally. There are now 14 members, comprising the major non-Government schools of the Colony. To qualify as a candidate for the G.C.E. a student in these schools normally has to study for four years in the primary or preparatory standard, followed by three years of intermediate or lower secondary standard and four

years of higher secondary standard. English is always introduced in the intermediate standards, besides the vernaculars of each particular school.

Attached to Aden College is a training section which offers a one-year course of training to those who wish to become primary or intermediate school teachers. When the new Girls' College at Khormaksar is completed, classes for teacher trainees will be provided in addition to education at the intermediate school level. All teachers in the Government primary schools are locally recruited; at present there is only one expatriate teacher in the intermediate school although there are quite a number in the grant-aided schools and 14 at the two colleges. The teaching profession has its own club and magazine.

Courses of instruction for adults in engineering and building trades and allied subjects are offered by the Technical Institute and similar courses are available for industrial apprentices: at present there are 315 registered students for evening classes. To enable adults to improve their standard of education, evening classes in academic subjects are also run by the Education Department, along with classes in colloquial and classical Arabic for non-Arabs and special police classes.

Education in the Protectorates for long lagged behind that in the Colony due to a variety of causes, chief among them being the poverty of large areas and widespread insecurity. Of recent years, however, with the establishment of more settled conditions and the coming of a greater degree of prosperity to some parts, considerable advances have been made. The Eastern Protector-



*A view of Aden College's courtyard on the opening day in 1953*



*First-year students hard at work in the elementary woodworking shop at the Technical Institute, Aden*

ate (and in particular the Kathiri Sultanate) has a long tradition of religious education going back over 1,000 years, but it was not until 1938 that the first serious efforts were made to introduce a modern form of education to the area. Then, on the recommendation of Mr. V. L. Griffiths, Sheikh Al-Qaddal Sa'id Al-Qaddal, a Sudanese headmaster of repute, was appointed educational adviser to the British Agent and later Director of Education to the Qu'aiti Sultanate. Under his direction progress was rapid, and there are now about 30 primary schools in the Sultanate alone, while the centre at Gheil Ba-Wazir comprises an intermediate school, a junior secondary school for prospective clerks and teachers, a religious institution for training *qadhis* and a teacher-training and textbook writing section.

The tradition of religious education has been maintained in the Kathiri Sultanate, but several Government or grant-aided schools there are now providing a moderately full primary course, while the large school at Tarim possesses an intermediate section. Pupils from both the Qu'aiti and Kathiri Sultanates have succeeded in gaining places at Aden College and at the Technical Institute.

Until quite recently the only schools in the Western Protectorate were small village establishments, where pupils learned the Quran by heart, but in 1935 the Aden Protectorate College for the Sons of Chiefs was opened on Jebel Hadid. This continued usefully until 1952, when, because of the increasing primary school facilities within the Protectorate, it was considered redundant and closed. The Protectorate's first recognized primary school

was opened at Dhala in 1939, and by the end of 1943 two more were started at Lahej and at Shuqra in the Fadhli Sultanate. In the following year an education officer was appointed to co-ordinate development. A grant of £12,000 from Colonial Development and Welfare funds in 1949 made possible a fairly ambitious building programme. To date 27 two- or four-roomed schools have been erected, and the scheme will shortly be completed with the construction of two further schools in Aulaqi country.

An intermediate school, which will ultimately provide education for the whole of the Western Aden Protectorate, was completed at the end of 1954 at Zinjibar and officially opened by H.E. the Governor on 10th February, 1955. At present the majority of the 62 boys attending the school are from the Fadhli Sultanate, which contributed £4,000 towards the cost of the buildings, but among the 17 boarders are 10 boys from Dathina. In the development of primary education, the Fadhli Sultanate, whose wealth has increased greatly in recent years as a result of the success of the Abyan scheme, has made the most rapid progress. It now possesses seven boys' primary schools and plans to open two more in the near future. In other states, 10 of the 36 recognized primary schools are now providing a four-year course similar to that given in schools in the Colony. The first boys to complete the intermediate school course will pass out in July next, and it is hoped to train some of them as teachers for Protectorate primary schools and thus make more rapid educational expansion possible.

## PUTTING ADEN ON THE MAP



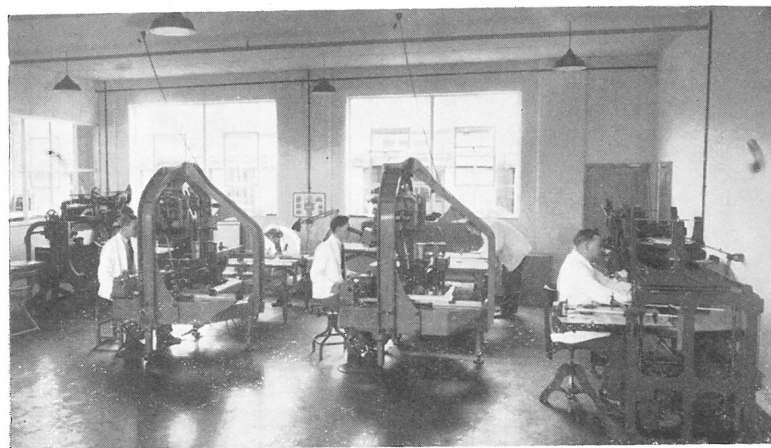
*An aerial survey Percival Prince at work. The vertical camera is exposing its film automatically and photographing each point of country twice to obtain a "stereo pair." Extent of the overlaps can be gauged from the illustration*

**A**CCURATE, large-scale maps of Aden are of prime importance in connection with the Colony's five-year programme, involving as it does extensive school and hospital building, electricity and waterworks extension and road improvement. They are essential, too, for the Aden Port Trust with their development schemes, for the management of the new refinery and for the R.A.F. garrison.

Until quite recently, when an extensive survey was carried out, such up-to-date maps did not exist. Hunting Aerosurveys Ltd., of London, were

given the task in 1954 of photographing, at a scale of about 1:9,000, some 40,000 acres which included Greater and Little Aden and a narrow strip of the neck between the two peninsulas. Mapping was carried out from the photography at a scale of 1:2,500, with 2-ft. interval contours up to a height of 20-ft. and 5-ft. interval contours above that height. The maps were then enlarged to a scale of 1:500 for administrative and site-planning purposes.

The expedition left Bovingdon Airport en route for Aden in a Hunting *Percival Prince* survey aircraft on 7th April. The team comprised the air



*A view of the laboratories of Hunting Aerosurveys Ltd. at Elstree showing the Wild A5 and A6 plotting instruments at work—mapping from aerial photographs*

photographer who was also expedition manager and undertook navigational duties, the captain of the aircraft, the engineer who was primarily responsible for maintaining the *Prince* but also operated the Williamson Eagle IX camera during sorties, and the ground photographer upon whom devolved all the darkroom work.

The aircraft flew the journey in eight stages, calling in at Bordeaux, Nice, Brindisi, Athens and Nicosia; and then after further stops at Akaba and Port Sudan it touched down at R.A.F. station Khormaksar after 28 hours airborne time. There was one amusing incident at Port Sudan, where owing to a slight misinterpretation of the flight-plan the airfield authorities were under the impression that royalty was on board, and inquired whether they might know the name of the prince so soon to be among them!

Organization of ground facilities was put in hand on arrival at Khormaksar, and the R.A.F., with their traditional hospitality, offered any help that might be needed and put the station photographic section at the disposal of the expedition. It should also be recorded that the chief engineer of Aden Airways was a very good friend; he helped out with various equipment, which was difficult to find locally for the servicing of the aircraft, lent native labour for cleaning the airframe down and generally was always on hand if assistance was needed in the complex business of maintaining a technical unit away from base.

As soon as the photographic section under the ground photographer had been prepared to receive and process the film as it was exposed, the flying of the contract began. The *Prince* took off with full camera magazines and climbed to operating

height in order to begin its straight runs over the area, but no sooner was it airborne than a difficulty became apparent—cloud, and moreover cloud in rather an awkward position. Visibility over the low-flying areas was good, with brilliant sunlight, but directly over the peaks of the high country, which rises to rather over 3,000 ft., orographic lifting of the very humid air had formed a bank of cumulus which persisted until the sun burnt it off after mid-day.

Naturally, this cloud temporarily put paid to photography of this area because of its position between the lens and the ground beneath; furthermore, the work had to be done before the sun had dropped to a critical position and caused ground-shadow which would interfere with the accuracy of contour-plotting in the laboratory. So it called for nice timing on the part of the pilot to secure photographic coverage; by keeping a wary eye on this cloud and the sun's position, and flying in for the *coup de grâce* as soon as it had cleared. The team secured coverage of the entire area after five sorties and a total airborne time of just over nine hours, over-flying the low country at 3,500 ft. in north/south runs and the high ground in east/west runs at 5,000 ft.

There were really no navigational problems involved as the area was comparatively small, and northerly turning points could be fixed visually by taking bearings on the coast line. Each morning the previous day's coverage, which had been processed and contact prints made in the airfield dark-rooms, was carefully examined to keep a check on the progress of flying and quality of negatives, a vital point when mapping is to be carried out from them.

## ONE GOOD TURN . . .

IT was long the custom in the early days of Aden Colony to rely upon the Services, particularly the Army, for many amenities which could not be afforded by the civil authorities or the population itself. For many years the principal engineers of the Colony were army officers, and it was not until after the 1914-18 war, when the Royal Air Force became the principal Service in Aden, that the Colony began to stand upon its own feet. Throughout the 1939-45 war, tradition, which had always allowed the civil authorities to call upon the Services for help, prevailed, and much material and skilled assistance were made available.

Though to-day calls on R.A.F. resources are not so common, it is pleasant to record two recent incidents which gave a chance to both sides to help each other within 48 hours.

One morning, at 11 a.m. to be precise, Air Headquarters advised the Port Trust Authorities that they had received a request from a Swedish merchant ship, the *Bera*, through her agents, for medical assistance for a man who was evidently desperately ill with appendicitis. The R.A.F. had an air-sea rescue craft available and were ready to send a surgeon, anaesthetist and hospital

team to the ship if the idea was practicable. It took until 12.30 p.m. to obtain from the ship her position, course and speed, and the colour of her hull and funnel for identification purposes—the information thus obtained indicating that she was still some 170 miles from Aden and by her best endeavours could not reach Aden before midnight.

On this information the R.A.F. dispatched their launch, which set off at full speed into a head wind and moderate sea at 1.30 p.m. on her long run. By 5 p.m. an R.A.F. Valetta plane was making contact between the launch and the ship, and one and a half hours later, just at sunset, the medical team climbed on board—not without relief after five

hours at full speed in a 68-foot launch! The man was found to be in a serious condition and an operation was decided on at once. In the captain's sitting room an operating table was prepared and in two hours the patient was back in bed with the operation over.

When the ship reached Aden at midnight there was little more to do than to transfer him ashore—not an easy job with the boat rising and falling alongside the ship, but by 1 a.m. he was safely in hospital.

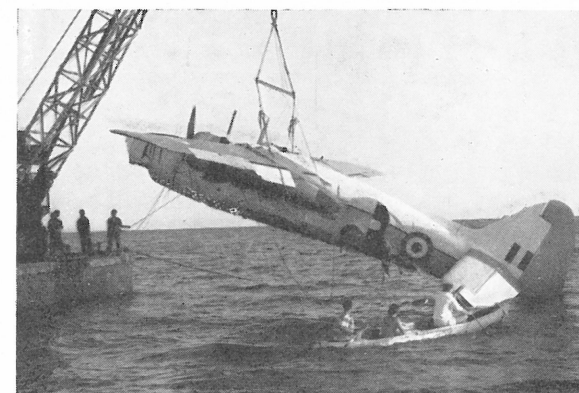
Hardly had the letter of thanks from the Swedish captain and Swedish Consul been typed and delivered that same morning when the Port Trust Signal Station reported to the Harbour Office at 12.10 p.m. that an R.A.F. plane was in difficulties

in the outer harbour and was about to fall into the sea off the beach at Tarshyne. Four minutes later the signal station reported the aircraft in the sea and a Port Trust launch was under way immediately.

The aircraft, a Pembroke of the Aden Communications Flight, which had been returning from Hargeisa to Khormaksar with Dr. Allinson, Anglican Bishop in the Sudan, on board and a crew of four, managed to stay afloat for just sufficient

time for the five occupants to get out and into the sea. They were luckily only 300 yards from the beach, and two or three small Arab fishing canoes and a pleasure canoe from the nearby Forces Lido were quickly able to support them in the water. With the arrival of the Port Trust launch a few minutes afterwards, they were picked up and brought ashore. From the time that the signal station reported the aeroplane in difficulties to the time its occupants were landed at the Port Trust steps, only 25 minutes had elapsed.

Early in the same afternoon the R.A.F. and the Port Trust were working with Port Trust drivers  
(Continued on page 44)



*The Aden Port Trust's floating crane raising the wrecked R.A.F. Pembroke*



*Seabirds on the shore near Mukalla*

## Mukalla—Port of Enchantment

**T**HIS tiny port, well called the Venice of the East, is a place of enchantment, as though one had found the true setting for those stories of the Arabian nights. Mukalla is situated 280 miles east of Aden on the shores of the Indian Ocean and is the capital of the Qu'aiti State. It is the principal seaport in the Eastern Aden Protectorate, having a fine natural harbour for dhows, which sway at their moorings against a background of sunshine and colour.

The noble buildings of Arab design, mostly square but many-storied, with minarets and watch-towers all dazzling white and dove grey when viewed from a distance, cluster close to the sea in a semi-circle. They contrast with the deep blue of the sea and the brown peaks of Kor Seiban towering behind them, forming an unforgettable picture. At close quarters, though, some of the buildings are not so white; indeed a number of the more ancient ones in the back streets are ruinous and dilapidated.

The white-walled palace of the Qu'aiti Sultan of Shihr and Mukalla is a prominent feature on the sea shore at the west end of the town, and the port is also the headquarters of the Resident Adviser and British Agent for the Eastern Aden Protectorate. Consular facilities are available at

the Residency. Visitors must pass through Customs, and those who wish to stay had better make careful inquiries beforehand in regard to accommodation.

Although it has been stated that Mukalla was founded in A.D. 1035 this is unconfirmed. The first mention of it was by Ibn Mujawer in the 13th or 14th century, and it was then apparently forgotten until 1829, when the British reached it after their temporary abandonment of Aden. Haines examined Mukalla in 1834 when he was looking for a naval base, and all through the years the port has remained essentially Arabian.

Its streets are filled with colourful peoples, among whom Moslems predominate. Arabs and Beduin of various tribes, Asiatics and Africans, are to be seen in their various costumes and manner of living. For the most part they are intensely religious and strict adherers to customs of which visitors ought to be aware to avoid giving unintentional offence. They are a smiling, happy people when they are understood. The permanent inhabitants number about 25,000, but

*The pictures illustrating this article are reproduced from Freya Stark's book, The Southern Gates of Arabia, by kind permission of John Murray (Publishers) Ltd.*

there is a floating population amounting to another 15,000.

To the west and to the east the coastline is mostly stark and grim, the rugged hills and cliffs relieved at times by stretches of sand and sand dunes. Along the water's edge countless black and white sea birds rise in flocks, only to alight again behind the passer-by. To the east are the wadis of Buwash and Rukub and the mound-like hill of Shihr; to the west is the village of Fuwa, where the Royal Air Force have a landing ground.

Freya Stark has recorded how she climbed up the mountainous hill behind the port of Mukalla to gaze inland to the north at a barren view of rust-coloured waves of landscape stretching to the horizon, with tiny villages in some of the distant valleys. She remarks how she found the pinky rock glassy smooth on top on account of the sand-laden winds.

The British have brought peace and law and order to Mukalla. Watchtowers are no longer necessary for the purpose for which they were built; the streets are cleaner and sanitation has been improved. There is one crowded street curving parallel with the sea, from which the short side streets turn off at right angles and end below the cliffs. Here are found the shops of the merchants with their wares exposed and their local crafts and skills exhibited.

Curved daggers and coloured baskets are made in the town, cloth is dyed with indigo, and sesame grain is ground and pressed to obtain the oil. One of the main trades is in dried fish, of which the smaller kinds are sold as food for camels.

Mukalla is now the principal port for the interior of the Hadhramaut, and goods are landed for dispatch up country either by camel or by truck on the two motor roads which have been made to reach the Hadhramaut valley. Most of the traffic in the port is concerned with imports, which have been valued in recent years at about £1,875,000 annually. Exports consist chiefly of tobacco, dried fish, lime and skins, valued at about £125,000.

The harbour affords adequate shelter until the south-west monsoon begins, when the shipping that uses the port must take refuge from midday until evening under the cliffs of Burum on the west side of the bay. Small ships and dhows up to 150 tons are able to berth alongside for loading and unloading, and the shallow-draught dhows can lie at anchor very close to the quay. Big ships usually lie about a quarter of a mile offshore. Stevedoring is undertaken by wooden lighters built locally, and a mobile crane is available to assist in moving the cargo. There is reasonable warehouse accommodation on the quay.

Dhows up to 200 tons are built at Mukalla from

*The port of Mukalla from the hills behind the town*





*The Government school, Mukalla*

timber imported from the Malabar Coast of India. Construction of dhows is an ancient skill which is passed on from father to son, the present-day craft differing but little from those built in ancient days.

The buildings of Mukalla of Arab design are mostly constructed of mud and stone, which, on account of the low rainfall and their protective

covering of lime wash, persist for many years until a freak rainstorm necessitates repairs. Buildings of more modern structure have been designed to blend with the traditional types. There are now two Government primary schools for boys and one for girls, with intermediate and junior secondary school education available in boarding schools at Gheil ba Wazir about 30 miles to the north-east of the capital.

All the affairs of the town are under the direction of a municipality. Those who have been responsible for bringing Western amenities to the port can remember days in our present generation when Mukalla was a very different place. Nowadays there is a well-equipped hospital and a 24-hour electricity supply provided by a Government-run power station.

Outside the town there are caravan camps with camels waiting for their loads; donkeys with huge bundles of brushwood, or waterskins bulging with their contents. The Beduin girls wear yellow or black clothes hitched to the knee in front but trailing behind, while many of the men wear little except a short futa or loin cloth and a shawl cast carelessly over their shoulders. Inside the town there are those who now wear European jackets over their Eastern style of clothes.

Mukalla enjoys a reasonable climate for most of the year and only in May and June and later during September is the humidity rather trying. In the winter months the climate is extremely pleasant and the contrasting colours of sea and mountain, ever changing as the day dawns and ends, are a lasting delight.

### One Good Turn . . .

*(Continued from page 41)*

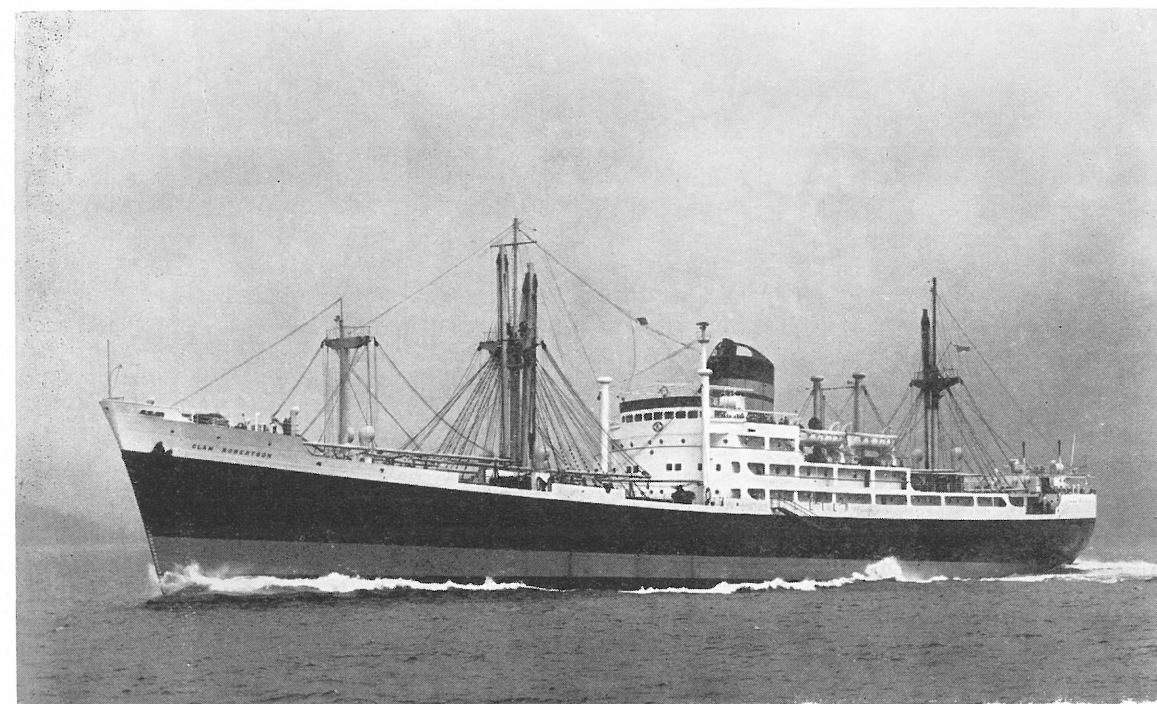
to salve at least the baggage from the sunken plane, which lay in about 25 feet of water. Early the following day the Port Trust floating crane and a team of divers were at work preparing to lift the wreck. Two R.A.F. underwater enthusiasts wearing breathing apparatus assisted, and the whole operation was carried out under the joint supervision of an R.A.F. officer and the Port Trust workshop superintendent.

Not long before sunset the plane was brought to the surface and deposited on a flat lighter—only 30 hours after it had gone into the water. The following day the plane was lifted ashore and handed over to the R.A.F.

The only serious casualty was the Bishop's baggage, with all his robes and official correspondence relating to his far-flung diocese. It must have been some comfort to him in that climate, which renders such garments an impracticable rig, that he was not required to swim for his life in top hat and gaiters!

Though neither the service rendered by the R.A.F. to the Swedish ship nor that by the Port Trust to the R.A.F. was done without arrangement for subsequent payment, the essence of the matter lies in the promptitude with which the services were offered at the time they were wanted and the priority given to them.

## THE CLAN LINE AND ADEN



*Photo: Cayzer, Irvine*

*Prototype of a new class, the Clan Robertson*

**F**EW days now pass without the familiar, red-banded black funnel of the Clan Line appearing at Aden, and the Line's association with the port dates back to the 1870s when its service to India was inaugurated. To-day the Clan Line, with its subsidiary companies, ranks among the largest of the cargo-carrying fleets of the world. Though its interests and activities are global the particular function of its ships is and always has been to link the countries of the Commonwealth and Empire with the British Isles, and it is playing a vital part in serving the two-way trades which operate between the U.K. and Aden, India, Pakistan, Ceylon, South and East Africa and Australia.

Like many of the old-established shipping companies, the Clan Line owes its origin and development to the enterprise of one man whose achievements have been successfully followed up by sub-

sequent generations of the same family. To-day there are still six direct descendants of the founder, all bearing his name, engaged in the management of the company.

The founder, Charles William Cayzer, first entered shipping when in 1861, at the age of 18, he joined the shore staff of the British India Steam Navigation Co. in Bombay. After 15 years with that company, during which time he gained much valuable experience of the Indian trade, he returned to Britain to start in business on his own account. He settled in Liverpool in 1876 where for a brief period he set himself up as a ships' store merchant and shipbroker. During this period he purchased his first vessels, the *Jalawar* and the *North Star*, both wooden ships. Two years later he entered into partnership with a friend and ex-shipmaster, Captain Irvine, and the firm of Cayzer, Irvine and Co., shipowners, was established. The



Clan Line was launched, but within a year of their setting up office in Liverpool Irvine died, leaving Cayzer to carry through the enterprise alone.

In the same year orders were given for the construction of six first-class steamers and the first of these, the *Clan Alpine*, was launched on 16th September, 1878. The numerical strength of the fleet increased rapidly in those early years and by 1883 no less than 22 new steamers had been built.

At that time no shipping facilities existed from Scotland or the North of England to South Africa and, realizing the potentialities of this trade, the Clan Line inaugurated in 1881 a service from the Clyde and the Mersey to the Cape Colony which was later extended up the coast to Beira and across to Mauritius. In 1882 a further service was started from Liverpool to Colombo, Madras and Calcutta. Within the next decade further expansion took place and the Indian services were developed to include the Malabar Coast and Chittagong with sailings from London and the East Coast as well as the West Coast ports. From 1896 onwards the Malabar homeward trade became the particular concern of the Clan Line and since that date it has maintained a regular supply of liner tonnage to meet the ever-increasing requirements of the Malabar Coast shippers.

#### Shire Line Acquired

By August 1914 the Clan Line had a fleet of 56 steamers totalling 251,482 gross tons. The war years naturally arrested the company's progress and by the end of the first world war although losses had amounted to no less than 28 vessels these had all been replaced within the war years by speedier and more modern ships. In 1918 the Clan Line acquired control of the Scottish Shire Line, thereby increasing its stake in the Australian trade, and also the Houston Line, a company with interests in U.S.A., South American and South African trades.

The real test for the Clan Line, and the shipping industry as a whole, came in the lean years of the early '30s when the trade recession necessitated the laying up of a vast amount of the world's shipping strength and spelt doom to many a shipowning company. Throughout this period the Line was one of the few British firms who managed to keep their vessels constantly employed. With the advent of brighter times the Clan Line embarked upon a fresh building programme with fast modern vessels, some of them refrigerated. Once again, however, expansion of the fleet was checked by a

world war in which the company's ships were destined to play a major part with a corresponding sacrifice in fine ships and human lives: 36 vessels (62 per cent of the Group's total strength in 1939) were lost through direct enemy action or on Government service, while the death roll amounted to 641 Europeans and Lascars.

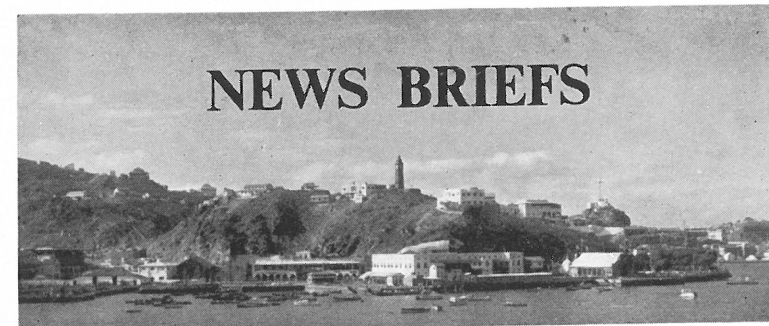
An early start was made to replace losses and six new vessels were built during the war period. Since then a further 17 vessels have been launched, to which must be added 24 vessels purchased from the Government. To-day, therefore, the fleet comprises 49 Clan liners, plus five Houston and three Scottish Shire Line vessels. Among the most recently constructed tonnage are four vessels of the "S" Class, the *Clan Shaw*, *Clan Sinclair*, *Clan Stewart* and *Clan Sutherland*. These are modern turbine steamers with a gross tonnage of over 8,000 tons each and a speed of 17 knots. The "McI" Class, three of which have so far been launched, are motor vessels of somewhat smaller dimensions and a speed of over 15 knots. The latest unit to join the fleet is the *Clan Robertson*, the prototype of yet another new class specially designed to combine all the particular features required by the various trades in which they may be called upon to operate. All these ships, like their forerunners, are fitted with the very latest equipment for the speedy and efficient handling of cargo and with a view to upholding the Clan Line tradition of catering for awkward and bulky packages.

#### Passenger Accommodation

The ocean transport of passengers was an important feature of the Clan Line's activities during the early stages of its development, but in later years, as the volume of cargo traffic multiplied, passenger business was allowed to lapse. Since the last war this field has been re-entered and all newest vessels are fitted with luxurious accommodation for 12 first-class passengers.

To give an idea of the scope of the Clan Group's activities mention should be made of the two entirely new ventures on which the Clan Line has recently embarked. They are the Scottish Tanker Co. Ltd., which already has three fine newly-built tankers in service and one more on the way, and Hunting-Clan Air Transport Ltd., a company owned jointly by the Hunting Group and the Clan Line, which, apart from air chartering activities, operates a number of regular internal and overseas air services.

## NEWS BRIEFS



**D**URING the year ended 31st March, 1955, 5,074 steam and motor vessels of over 200 tons visited Aden Port. This is the first time that the annual turnover of shipping has exceeded 5,000, and represents a total net tonnage of 22.5 million tons. In addition, during the same period about 1,600 dhows and smaller craft also used the Port facilities. It is believed that Aden now handles

a greater tonnage of shipping than any other port in the British Empire outside the United Kingdom.

\* \* \*

Now under construction at Ma'alla is a £1 million housing scheme which will provide 1,522 modern flats for Aden's growing population. The project, which is Government financed, should be completed by May 1956. Each of the 63 units being built will contain 24 flats. These will comprise two living rooms, a kitchen, a veranda, shower bath and toilet facilities. Provision is also being made for schools, playgrounds, sports amenities and a shopping area.

\* \* \*

In the 1955 Birthday Honours, the Hon. R. P. Errington, chairman of the Aden Port Trust, was appointed to be a Companion of the Most Distinguished Order of St. Michael and St. George (C.M.G.). The investiture took place at Buckingham Palace on 19th July. Also in the Honours List was an M.B.E. for Mrs. Irene Harley, wife of Mr. Jack Harley, one of the Port Trust's oldest trustees. Mrs. Harley does much social work in Aden, notably with the Girl Guides, the Aden Society for the Blind, the Aden Women's Voluntary Service and in child welfare. Khan Bahadur Muhammad

*The Hon. R. P. Errington, C.M.G., with Mrs. Errington and their daughter Miss Jill Errington leaving Buckingham Palace*





Miss Ursula Jill Errington leaving Claridges Hotel, London, for her presentation at Court

Salim Ali received the O.B.E. for public service, and Sayid Mohamed Abdu Ghanem, Education Officer, Aden, the M.B.E.

\* \* \*

Miss Ursula Jill Errington, daughter of Mr. R. P. Errington, C.M.G., had the honour of being presented at Court on 3rd March, 1955. With her was Miss Anne Shipp, daughter of Mr. and Mrs. G. W. I. Shipp. Mr. Shipp is the District Commissioner in Aden.

\* \* \*

Sir Clutha Mackenzie paid a very welcome visit to Aden from 11th-19th November, 1954, to advise the Aden Society for the Blind on future plans for Aden and the Protectorate. Sir Clutha is himself blind, having lost his sight in the 1914-18 war. This does not prevent him from leading a valuable and useful life, as he spends his time assisting the United Nations, Dominion and Colonial governments and societies throughout the world in the conduct of their efforts on behalf of the blind. Mr. R. P.

Errington, who is chairman of the Aden Society for the Blind, said at the annual general meeting in March 1955: "A blind man who has been trained in the Aden Reilly Centre for the Blind is now employed teaching sighted men in the civil hospital simple handicrafts such as he himself had learned in the Centre." The Centre has the names of 92 blind men on its register, and the daily attendance has doubled during the year.

\* \* \*

The Royal Swedish naval training ship *Alvsnabben* called at Aden on 8th December, 1954, for a three-day visit in the course of a training cruise round the world with 55 cadets among her crew. The crew did much sight-seeing during their stay.

\* \* \*

A cocktail party was held on board the *Iberia* when that new P. and O. liner called at Aden on her maiden voyage to Australia.

\* \* \*

The Colony has been honoured by two visits from H.E. Marshal Tito, of Yugoslavia, the first head of a European republic to pay a visit to Aden in half a century. The Marshal, travelling by sea on his way to India in the Yugoslav naval training ship *Galeb* accompanied by two destroyers and the s.s. *Dinara*, first touched at Aden on 9th-10th December, 1954. The visit was unofficial although the usual courtesies were observed. H.E. the Governor, Sir Tom Hickinbotham, had the honour of dining aboard the *Galeb* with Marshal Tito. On the return voyage from his tour of India, the President called at Aden on 29th January, 1955, the British cruiser *Newfoundland* firing a salute of 21 guns as he came ashore. Marshal Tito was met at the Prince of Wales pier by the Governor and the Air Officer Commanding and inspected a guard of honour. Afterwards he drove round the Colony on a brief sight-seeing tour. In the evening he attended a reception given by the Governor in his honour on the roof of the Crescent Hotel in Steamer Point. Before the *Galeb* left Aden on her homeward journey, the President issued a statement thanking the people of Aden for their hospitality.

\* \* \*

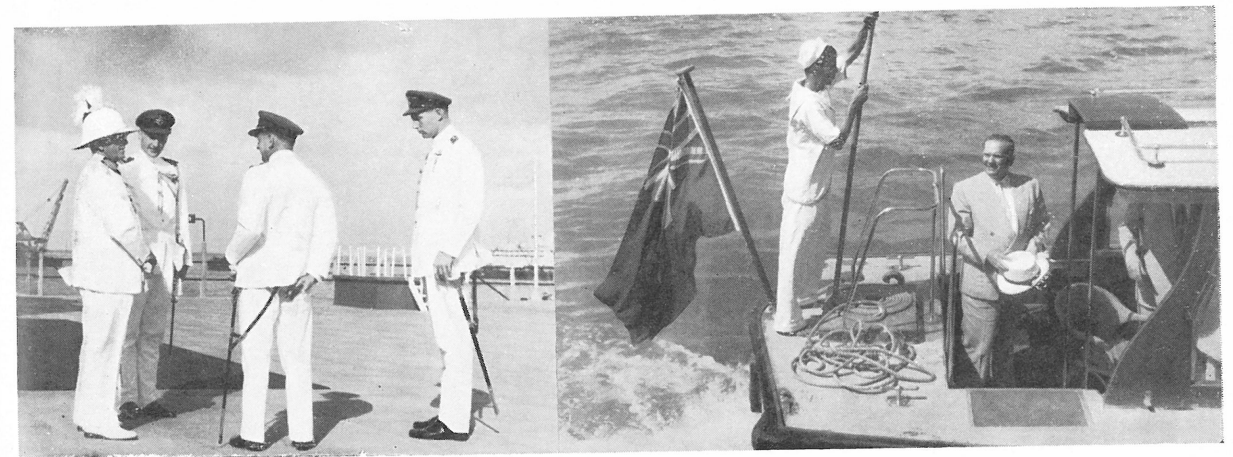
Both the Minister of State for Colonial Affairs and the Under-Secretary for Air paid visits to the Colony in January 1955. Mr. H. Hopkinson, the Colonial Minister, who spent six days in Aden and

Protectorate, was accompanied by Mr. Gorel Barnes, the assistant Under-Secretary of State for Colonial Affairs. One of his trips was to Beihan in the Western Aden Protectorate, and another to Ataq, where he and his party were met by the Governor, the Upper Aulahi Naib, Amir Abdullah Bin Muhsin Bin Farid (the ruler's representative), notables of State and a guard of honour formed by the Aden Protectorate Levies. Mr. Hopkinson also visited Lahej for talks with H.H. the Sultan, who entertained him to tea. About 50 people, including members of the Executive and Legislative Councils, attended an open-air dinner party on the roof of an Aden hotel, which was given for Mr. Hopkinson by the Governor.

\* \* \*

During his stay, Mr. Hopkinson visited the Aden Refinery, arriving at Little Aden on board the refinery launch *Shaheen*. After driving round the oil harbour and installations and seeing the staff housing estate which is the nucleus of the new Little Aden township, the visitors inspected the refinery, including the newly commissioned auto-finer which had been brought into service the previous month. After lunch at the house of Mr. A. W. G. Tranter, the general manager, the visitors returned to Aden, where in the afternoon Mr. Hopkinson attended a tea party held in Aden's Legislative Council Chamber and met members of the Legislative Council, the Municipal Council and the Sheikh Othman Township Authority. In the evening he dined with Mr. R. P. Errington, C.M.G., chairman of the Aden

H.E. Sir Tom Hickinbotham, K.C.M.G. (left), with Air Vice-Marshal S. O. Bufton, C.B., awaiting the arrival of H.E. Marshal Tito of Yugoslavia. Right: Marshal Tito leaving Prince of Wales pier in El-Mina, the launch of the chairman of the Aden Port Trust



Port Trust. Speaking of his Aden visit later in the House of Commons, Mr. Hopkinson said it had been a fascinating experience and he had been impressed by the tremendous development that had taken place in the Colony since the end of the war.

\* \* \*

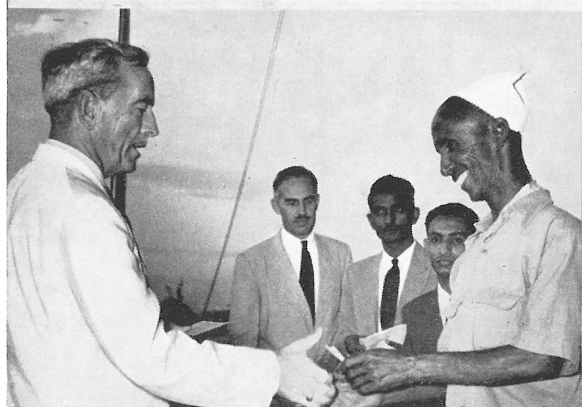
Mr. George Ward, Under-Secretary of State for Air, visited R.A.F. Khormaksar and R.A.F. Steamer Point, and witnessed the passing-out parade of the Aden Protectorate Levy recruits at Sedseer Lines, Khormaksar. During a two-week visit to Aden in February 1955, Mr. E. W. Barltrop, the adviser on labour to the Secretary of State for the Colonies, called on the Port Trust.

\* \* \*

During a brief visit to the Colony on 8th March, 1955, H.R.H. Prince Tungi, the husband and consort of Queen Salote of Tonga, lunched with the Governor at Government House. Mr. A. S. Dick, managing director of the Standard Motor Co., Coventry, called at Aden during a 70-day world tour and was welcomed by the company's local distributor, Sheikh Mohamed Omer Bazara. Yet another notable visitor during 1955 was Mr. Tom Stobart, maker of the Everest film, who is on a world tour making a film on the mechanization of agriculture.

\* \* \*

Figures of the census held in February 1955 show that the total population in Aden Colony has increased by 75 per cent since the previous census (Continued on page 52)



*At the Aden Regatta, 1955. Above: a very close finish and a baffling wind. Below: H.E. the Governor presenting a prize to a happy winner*



# THE ADEN SCENE



*Above: grand finale—end of the fireworks at the 1955 Regatta*

*Left: sunlight shines on the imposing exterior of the Sultan's palace at Sei'un, in the Hadhramaut. Note camel compound sited just outside the walls*



*At the head of the Inner Harbour, the new "hard" for dhows on Slave Island in the foreground and part of the Ma'alla frontage*

*Steamer Point in the Inner Harbour*



(Continued from page 49)

in 1946. There are now 140,000 people living in Aden as against 80,000 nine years ago. The largest centre of population is Crater with 56,400; next comes Sheikh Othman and Hiswa with a combined total of 28,900. Ma'alla and Tawahi have 21,000 and 20,400 people respectively; and 9,300 live at Little Aden and 3,500 at Khormaksar. On census night itself Aden was like a ghost town, for the inhabitants had been requested to remain in their houses while the count was made.

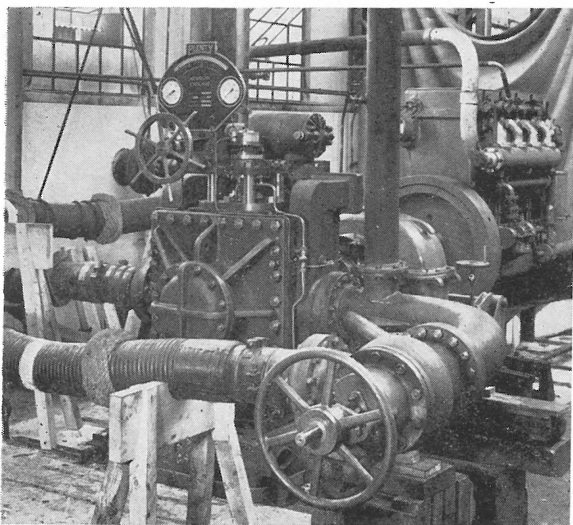
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Lt.-Cdr. P. L. S. Baxendale, of the Aden Port Trust, was one of the members of the Tourist Committee appointed to report on ways in which facilities for passengers visiting or passing through could be improved. Among other recommendations the committee felt that an information office or desk could usefully be provided. About 600 passengers call at Aden daily, and more launches are required to bring them ashore. A programme of construction of three 40-50-seat launches is now being carried out and one new 40-seater launch is in operation.

\* \* \*

Great progress has been made with the Abyan scheme—the subject of our cover picture—and the 1954 cotton crop totalled over 23 thousand bales of lint at 380lb. each, worth £1.4 million. The Governor referred to the strides that had been

*The Plenty pump on test prior to dispatch to Aden for use in the new B.P. bunkering installation*



*Experimental agricultural plots at Ga'ar in the Abyan district of the Western Aden Protectorate. The town of Ga'ar is seen in the background*

made when opening the new Western Protectorate intermediate school and the Zinjibar primary school in February 1955. He said: "When I recall my first visit to your State, now over 20 years ago, and think of the wilderness which stretched from here far up to the Yafa hills, I am astonished at the tremendous progress that has been made. Not only has that wilderness been transformed into a rich cultivated area but prosperity to the people has followed the plough and the tractor, till to-day this is indeed a very different country." Sir Tom also referred to the possible reorganization of the Abyan Board to make for greater efficiency.

\* \* \*

A number of items of plant and equipment made by U.K. firms are now in service in the Colony. A 500-gallon capacity road watering outfit for the Aden Municipality has been supplied by the Eagle Engineering Co. of Warwick. Equipped with two sprinkler heads at the front, it is mounted on an Austin two-ton, long-wheelbase chassis/cab. For the British Petroleum Company's international oil bunkering installation at Aden, Plenty and Son, of Newbury, Berkshire, have made the largest pump yet produced by the company. A positive rotary force unit, it is capable of an output of 350 tons an hour of fuel oil. Designed for processing oil in the

same installation, six Economic double-pass boilers were manufactured by Marshall Sons and Co., of Gainsborough. They measured 10 feet in diameter and 17 feet in length and were specially sealed for floating ashore on arrival at Aden. Among overseas air-conditioning contracts recently secured by Matthew Hall and Co., of London, were two for hospitals at Aden and Qatar.

\* \* \*

When the members of the Aden Port Trust Board of Trustees took the new port tug *Champion* for a trial run in the harbour, several of them took the helm, including Mr. Dinshaw H. C. Dinshaw, O.B.E., the oldest trustee. A photograph of the occasion shows the new vessel to have been in safe hands.

\* \* \*

A most unusual incident occurred on the morning of 22nd July, 1955—heavy showers started to fall on Aden and the adjoining area in the early hours and continued almost until midday.

\* \* \*

Thousands thronged the streets and hillsides during Aden's annual Tawahi Fair in March 1955 to watch the procession, bearing aloft coloured silks for the shrine of the Fisher Saint Ahmed Al Iraqi, move slowly from the Crescent shops to the little apple-green mosque of the Colony fishermen that stands opposite the Government offices.

*Three of the six Economic boilers, made by Marshall Sons and Co., Gainsborough, being loaded before shipment from Liverpool Docks to Aden. They were specially sealed to facilitate floating ashore on arrival*



Among the many people who paid their respects to the custodian of the mosque was the Governor, who has many friends among the fishermen and has followed this custom whenever possible since 1931.

\* \* \*

The fishermen of Bureika and Fokum are taking a keen interest in the mechanization of fishing vessels following the success of one of their number, the owner of a power-driven fishing zambuk, who was recently able to land a catch quickly and thus get the best price for his 300 "Zainoob" fish. As a result, it is likely that in the near future a mechanized fleet of vessels will be seen fishing all round the Colony waters. Fishermen can, in fact, purchase new gear or a boat or engine on hire purchase through the Fisheries Department.

\* \* \*

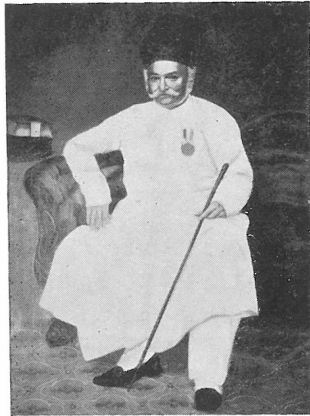
Air-India International have increased their Bombay-Nairobi-Bombay service from one flight to two flights per week. They are routed Bombay-Aden-Nairobi and Bombay-Karachi-Aden-Nairobi.

\* \* \*

The arterial road from B.P.'s refinery at Little Aden to the town of Aden has now been completed by Geo. Wimpey and Sons and is open to traffic.

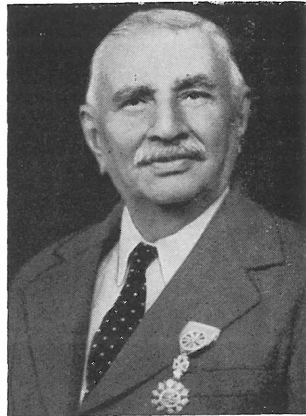
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Tailpiece.—During the 15 months ended 31st December, 1954, Aden's municipal dog catcher caught 570 stray dogs in the Colony.



Founder of the firm

## Aden's Oldest Ship Chandlers



Late Mr. Kaiky Muncherjee

CLAIMING the title of Aden's oldest ship-chandlers, the business of Kaiky Muncherjee at Steamer Point stretches back to 1840, the year following the British arrival in Aden as administrators, when a Col. Barr, on transfer from Bombay as adviser on municipal affairs, brought with him Eduljee Maneckjee Colabawalla. This Parsee pioneer, who had been a clerk in the Town Hall, Bombay, quickly appreciated the opportunities offered in Aden for a supplier of both shore and shipping requirements and, under the sponsorship of Col. Barr, he opened a grocery shop and wine bar.

The business quickly flourished and, with the arrival from India of Mr. Eduljee's two sons and his brother, the firm became food contractors to various local institutions as well as recognized ships' stores suppliers to British and foreign shipping lines. As a result of increased trade, direct import arrangements were made for foodstuffs, wines and spirits from the U.K. and other countries—an activity continued to-day.

A new enterprise started when Mr. Eduljee, on holiday in Mauritius, noticed that the land used for growing sugar cane was never manured. On return to Aden he bought a small rock off the Somali coast and shipped guano found on it to Mauritius growers. Later he began trading in coffee, gums, hides and skins, and a small date distillery and a water condenser were started. In 1853 the firm built, on land leased to them for 25 years by the then first Political Resident, the first wharf at Ma'alla for the loading and unloading of goods from country craft. In the following year, with another 25-year lease, they constructed a market in Crater with stalls for the sale of fish, fruit, vegetables and other foodstuffs.

Mr. Eduljee supported many charitable causes in the developing port which had become his family home, and when he died in 1879 he had received a certificate of merit for services to the British Government in 1877 and a gold medal of honour from the French Government for services to the French Navy in 1863. His eldest son, Mr. Muncherjee Eduljee Colabawalla, took over the business until his death in 1885, when the firm was inherited by his sons, some of whom at different periods capitalized their shares in the concern and returned to Bombay.

By 1930 the activities of the organization had, as a result, been much curtailed, and Mr. Kaiky Muncherjee, a grandson of the founder, was the sole proprietor, carrying on the original ships' chandlery trade. Such was his enterprise, however, that at the time of his death in 1955, at the age of 82, he was the recognized ship-chandler under contract to 50 British and about 150 foreign shipowners, some of whom had done business with the firm for over half a century. Mr. Muncherjee was also sole ship-chandler in Aden to the French, Dutch and Italian navies.

Between 1918 and 1939 he recruited, with Government approval, some 20,000 labourers from the Eastern Aden Protectorate for work in the Italian colonies. During the second world war the firm freely placed a part of their business and residential premises at the disposal of the Ministry of Information. Mr. Muncherjee, who was awarded the French Order of Nichan-Iftikhar in 1947, had a notable collection of Arabian antiquities.

The business is now conducted by his son, Mr. Kaiky Muncherjee, and the firm now victuals an average of about 150 vessels a month passing through the port, including several oil tankers.

## CULTIVATING THE DATE

QUEEN of the Arabian flora, the date palm grows wild in the deserts of Asia and is cultivated in Arabia, Iraq and other tropical lands in a wide variety of conditions. Iraq is believed to be its home. It is in Iraq, near the banks of those two great rivers Euphrates and Tigris, that we find the earliest traces of our civilization, and it is interesting to reflect that one reason why men were attracted there so many thousand years ago was because of these flourishing trees.

About 12,000 tons of dates a year are imported into Aden. They are principally the *Zahedi* variety from Iraq, but Muscat, Oman, Trucial Oman and Kuwait also send small quantities. Some are consumed locally but the bulk is re-exported to the Yemen and the Somalilands. There are small re-exports to East African and Red Sea ports, to the Seychelles and to the Far East.

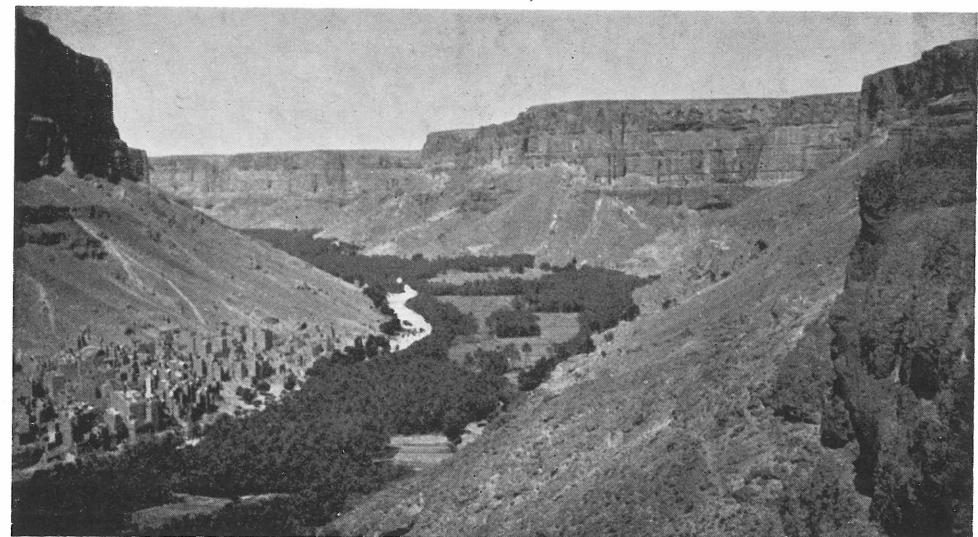
The needs of a date palm are not as meagre as is commonly supposed. It can survive droughts which would wither most other trees, it can endure fairly low temperatures and it does not wilt in the

sun, but it needs abundant water within reach in the sub-soil if it is to produce a good harvest of fruit. In the Hadhramaut the best groves are near to the towns where cereals and vegetables are grown on well-manured and well-watered land between the palms. In Wadi Hadhramaut the dry atmosphere and great heat make conditions ideal for the date palm as long as it is well watered. The Arabs describe its wants thus: "Its feet in running water and its head in the fire of the sky." In some areas trees are irrigated from flood waters, but most groves in Wadi Hadhramaut are watered from wells.

In Oman the cultivation of the date palm has reached a very high standard, and competent observers consider that the Oman date growers are among the most skilled in the world. They give their trees abundant water every five to seven days, the amount varying according to the height of the water-table.

Date palms can be successfully grown from seed, but the drawback to this method is that if date seeds are sown from any of the several varieties the progeny is unlikely to resemble its

*Du'an village with the date gardens following the wadi*



parent, since the plant does not grow true from seed. If a cultivator wants to reproduce the colour, taste and qualities of the parent palm he must plant a sucker shoot. These are planted in holes about four ft. in diameter and three ft. deep, sometimes having another, smaller, hole excavated to a farther distance of two ft. so as to lower the tap root nearer to the water-table. Because each palm is male or female, the shoots, which grow out of the base of the trunk, are always taken from female trees. They are planted 20—30 ft. apart, because if put closer than that the trees will bear less fruit. The Arabs of Iraq have a saying about this :

“ *Abad ukhti 'anni  
Wa akhud himlaha minni,*”

meaning, “Keep my sister far from me and take her load from me.”

Although wide spacing promotes a good yield, if it is too generous the greater freedom of the wind dries the fruit and consequently there is loss of weight. Spacing also depends on whether anything else is grown in combination with the date palms. In those parts of the Hadhramaut where irrigation is from wells, much water is lost in the channels from the wells to the palms, so that a heavier yield may be obtained by crowding the trees round the wells.

#### Yield in Hadhramaut

Trees growing in good soil begin to bear fruit after three years, though it may be twice as long as that if the soil is poor. In the Hadhramaut, however, with good manuring and watering, trees have yielded fruit after 18 months. Full yield comes after about ten years, but after 75 to 100 years the palms become barren, though they may continue to live for another 100 years. They are usually cropped until they become unprofitable, when the owner starts replanting. The yield for each tree varies according to the locality and conditions. It is about 40lb. in Iraq and not more than that in the Hadhramaut, but a good tree will produce 300lb. or more.

A fine palm may be worth as much as £75, and some owners count their wealth by the number of trees they own. In Wadi Du'an, Hadhramaut, where trees are bought as an investment, prices are often fabulous. They are, however, liable to fluctuate. Seasonable rains, a good flood, or the building of a new dam are some of the factors that influence them.

Every part of the tree has its uses. The tough, ribbed trunk is used in simple buildings; the leaves make thatch, baskets, matting, fans and fencing; the stalks may be burned as fuel; and the bark-fibre makes a rough cordage and may also be shredded and teased into mattress filling. Even the date stones are ground into pieces and fed to camels and goats, and old dates are sometimes used as camel fodder. The white nutty substance of the growing point at the bottom of the central spathe is eaten; it is generally quite sweet. On the Batinah coast of Oman the Arabs make a small unsinkable fishing boat by sewing the leaf-ribs together.

#### Food and Drink

Dates are not only a nutritious food; a drink called *nabeedh* is made from their fermented juice. In Iraq the Arabs extract an oil from the small, sweet-smelling flowers of the tree. They put it in water and enjoy its pleasant scent. They also drink the mixture to ease stomach ache.

Since it is the female that bears fruit, growers propagate only as many male trees as they need for fertilization. When the male spathes are mature they are split open and the male flowers left for a few hours, after which some sprigs are taken and carried by the pollinator, who puts them among the female flowers which have burst through their spathes.

According to Hadhramis there are seven stages in the growth of the date. First a small green swelling appears on the stalk after pollination; this grows larger but is still green; little dry dates fall off the bunch when it is growing (these are eaten by the poor people); the ripening date begins to show its characteristic colour—yellow, red, brown or black; the date begins to soften; the date is half ripe; and finally the date is ripe. The Hadhramis fix baskets round the ripening clusters to prevent loss of dates through falling and to protect them from birds. This shows the general poverty and frugality of life in the Hadhramaut, for it is not done elsewhere.

Varieties of date are very numerous, so are their characteristics. In the Eastern Aden Protectorate where, compared with Iraq, there are few trees, over 50 varieties have been noted. The variety of date can be recognized both by sight and by taste. In his “Personal Narrative of a Pilgrimage to Al Medinah and Mecca,” Richard Burton mentions that there are 139 varieties of tree, each with its own name and

sometimes with a particular tradition attached to it. As, for instance, the kind called *Ajwah*; these dates are eaten but not sold, because of a tradition of the Prophet that, “whoso breaketh his fast every day with six or seven of these fruits need fear neither poison nor magic.”

There is one sort of date, called *Braym*, which grows in Iraq and Nejd. It is picked before ripeness, boiled for a quarter of an hour and then sun-dried. This makes it into a substance known as *mubsal* which is very hard but, when boiled in milk, is said to be good for one's health.

Processing depends on the type of date and on the desires of the owner. Fresh dates can be laid out on matting, stemmed, stoned or left unstoned, and then pressed into large earthenware jars. After a year's storage, or even two, they are rich, succulent and delicious, and have lost none of their taste. There are differences of opinion as to which sorts of date should be stoned and which should not be, and as to which sorts should be stored and which not. Customs vary according to locality. The Hedjazis stone one type of date and in place of the stone insert a nut. Some, after stoning, cleaning, washing, and sunning, are trampled in the sun and then stored in baskets.

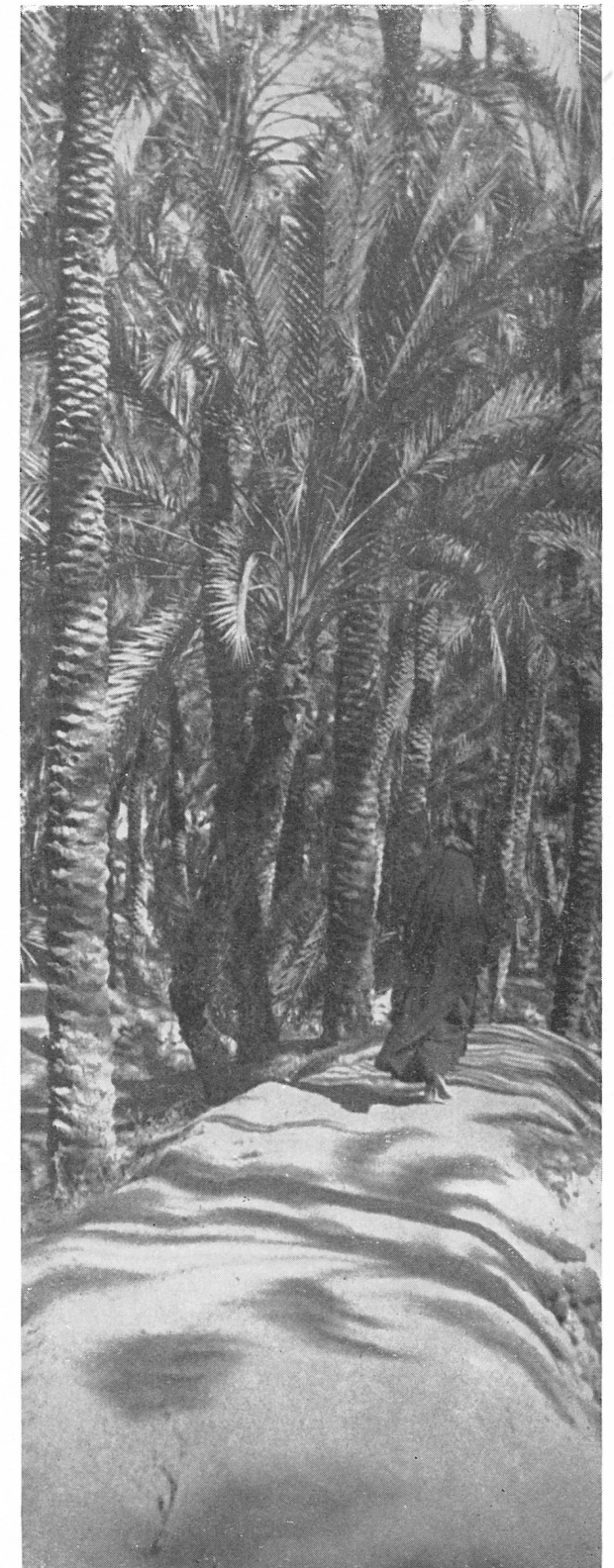
#### Sun-Dried for Export

Some of the dates in Iraq are sun-dried before export, and others are put in storehouses and left there from one to three months so that their juice drains off. This gradually thickens until it has the consistency of treacle and the Arabs use it to make sundry sweet dishes.

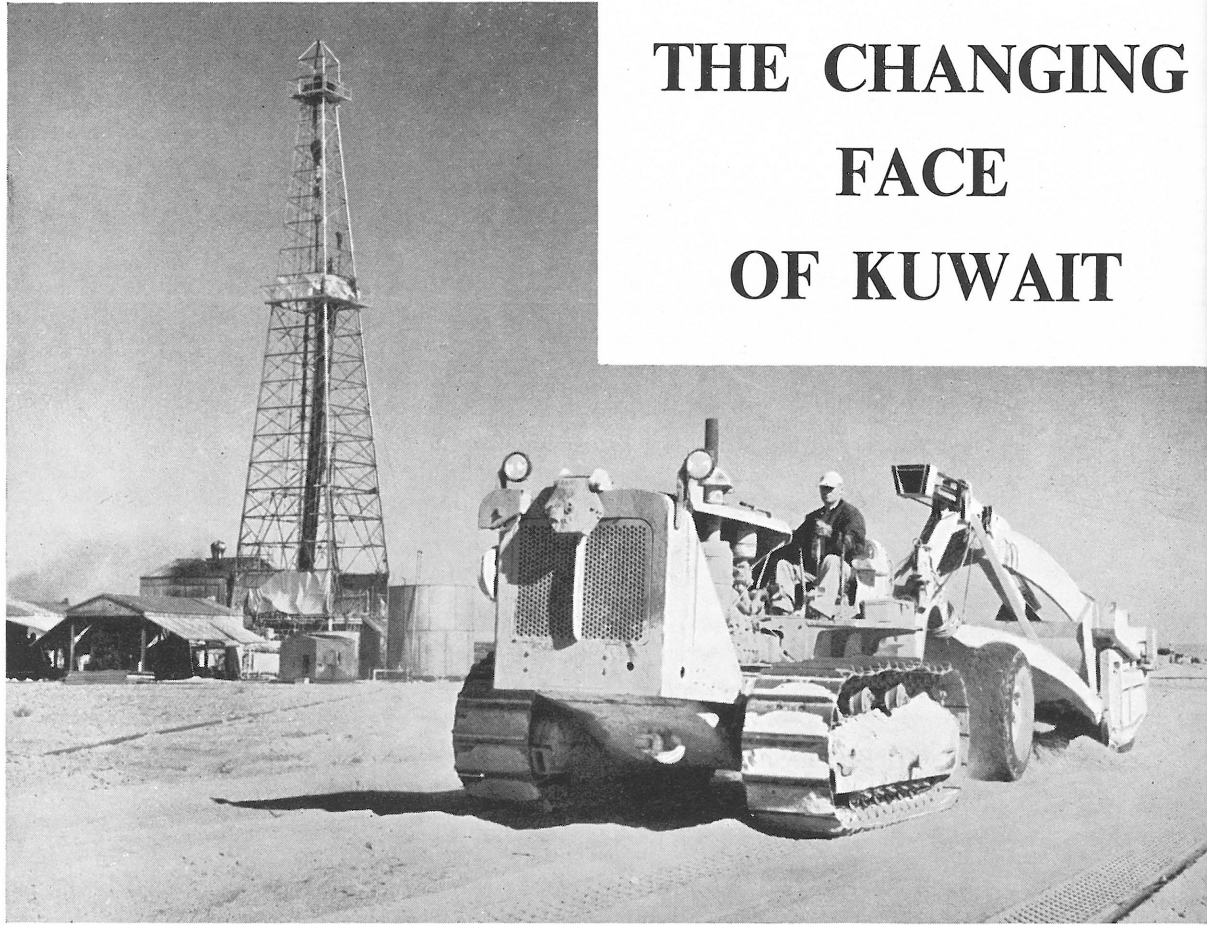
Hadhramis classify dates, as they do other foodstuffs, into “hot,” “cold” and “windy.” They eat the hot ones in winter and the cold ones in summer. As a food, dates have been found to be most efficacious in treating famine dropsy.

Peasants who have only a few date palms are careful to protect their fruit from thieves. As harvest time approaches they take the branch of a date tree and carefully brush and smooth the soil for a distance around the base of the tree. This they do in the evening, so that if anyone goes to the tree to steal its fruit at night he will leave his footprints and thus be known.

Right: a palm glade in Du'an.  
The photographs illustrating this article are reproduced from Harold Ingram's book, Arabia and the Isles, by kind permission of John Murray (Publishers) Ltd.



## THE CHANGING FACE OF KUWAIT



*Levelling ground for a new road to Burgan.*

FAME has come swiftly to Kuwait, the independent Arab sheikhdom which lies on the north-eastern side of the Arabian peninsula, bordered by the waters of the Persian Gulf and by Iraq and Saudi Arabia on the landward side. It has been brought by the discovery of one of the world's largest oilfields beneath its barren deserts. For centuries the inhabitants of this small, sparsely populated country, with its rainfall of 2 to 4½ inches a year, have made a living by herding camels and sheep, diving for pearls, trading up and down the Persian Gulf and building boats. Now the whole picture has changed and welfare schemes have been made possible which 20 years ago would have seemed fabulous. A free dental service was, for instance, introduced in Kuwait at about the same time as it was in Britain.

The story of Kuwait's oil began in 1934 when the late Ruler, Sheikh Sir Ahmad al Jabir al-Subah,

granted an exclusive 75-year concession over the whole country to a new concern, the Kuwait Oil Co., formed jointly by the British Petroleum Co. (then known as Anglo-Iranian Oil Co.) and the Gulf Oil Corporation of America. Two years later work began on the first oil well ever to be drilled in Kuwait in the Bahra area, north of Kuwait Bay. But although when drilling was suspended at a depth of 7,950 feet oil had not been found in commercial quantities the results were sufficiently encouraging to justify extensive geophysical surveys. A second test well was drilled in the Burgan region, and in April, 1938, oil was struck and the probing drill gave a hint of things to come.

Between 1938 and 1942 eight additional wells were drilled in the Burgan region. Work had to be suspended then but when after the war operations were resumed a production target was set for 2,000,000 tons a year. On 30th June, 1946, the

first cargo of crude oil was shipped from Kuwait. At a ceremony to mark the occasion, the ruler of Kuwait turned the loading valve, and the oil was pumped into the tanker, *British Fusilier*. With the removal of war-time restrictions, large-scale development of the Burgan field became possible. By 1950, production had reached nearly 17 million tons a year, placing Kuwait sixth among the oil-producing nations of the world.

Meanwhile Kuwait itself had become a scene of tremendous industrial activity: 100 wells had been drilled at Burgan; pipelines had been laid from the field to the oil jetty which had been constructed at Mina-al-Ahmadi. A self-contained township, with schools, hospital and other amenities, had been built at Ahmadi for employees of the company, and, of very vital importance, a seawater distillation plant had been erected to provide fresh water. For Kuwait had no fresh water of its own, and previously supplies had to be brought into the country by ship.

To meet the deficit caused by the cessation of oil production in Persia in 1951, Kuwait's output was stepped up still further. By the end of that year, nearly 28 million tons a year were being produced; in 1952, 37 million tons; in 1953, 42 million tons; and in 1954, 46 million tons. The Burgan field now covers an area of about 135 square miles. Producing formations are at comparatively shallow depths, and no well exceeds 5,000 feet. There are at present 166 producing wells in Kuwait. Each section of 14 to 20 wells has a "gathering centre." There are eight such centres in operation in the Burgan field and two at Magwa, north of Burgan. At these centres the gas is removed from the oil, which is then pumped by pipeline to storage tanks over nine miles away.

While oil is pouring out of Kuwait, money is pouring back into the country by way of royalties

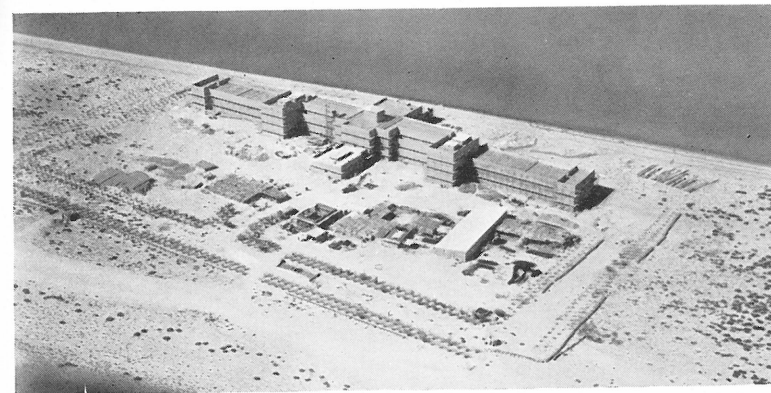
which now amount to well over £50 million a year—treasure indeed to a country as poor as Kuwait. In Sheikh Abdullah al-Salim al-Subah, the Kuwaitis have a leader of foresight, and this money is being wisely spent. Water was Kuwait's first need. Traditionally, water supplies were brought to Kuwait in sailing dhows from the Tigris and Euphrates, but now approximately one million gallons a day of fresh water are available as the result of the completion of the first stage of a seawater distillation unit of similar design to the one constructed by the oil company. A further million gallons will be available when the plant is completed this year.

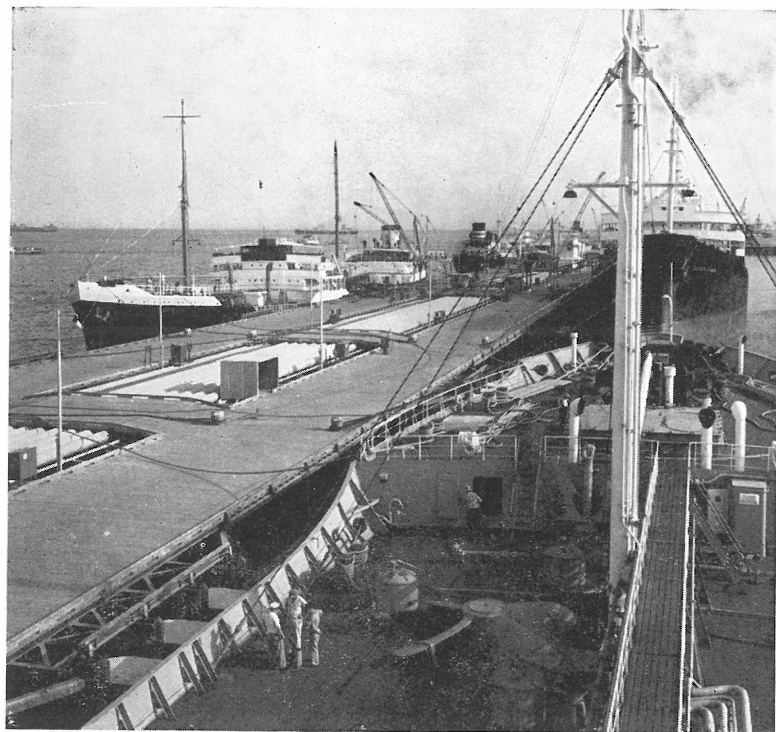
Other developments include a power station, a new harbour at Shuwaihl and many new roads and public buildings. Much has been done in the way of education. Many schools have been built since 1945, and children receive free meals and medical treatment. Kuwait now possesses the finest Sunday school in the Middle East. In the field of health, a State medical service is being developed, not only in the town of Kuwait, but extending to the smaller villages. There are two large Government hospitals and a tuberculosis hospital.

Two-thirds of the 200,000 population of Kuwait live in the capital city—Kuwait. Nowhere are the



*Above: H.H. Sheikh Abdullah al-Salim al-Subah, K.C.M.G., C.I.E., Ruler of Kuwait. Left: An aerial view of Kuwait's tuberculosis sanatorium.*





*An average of four tankers a week make the 1,900-mile journey from Kuwait's new oil port, Mina al Ahmadi (pictured here), to Aden*

signs of 20th-century progress more evident, for sleek modern cars are commonplace in the streets and no longer objects of curiosity. Outside the city, however, the changes are less apparent. The settled population is small, confined mostly to a number of villages situated along the coast, and the majority of the inhabitants in the interior are nomadic Beduin, wandering freely across the desert. But even here, changes are coming, for schemes are in hand to obtain a supply of water by pipeline from the Shatt al-Arab, both for domestic needs and for irrigation of land for agriculture.

One of the most difficult problems facing the oil company was how to get the oil away from Kuwait, which has no deep-water harbour. At the beginning of 1946, work began on laying the first of a series of submarine pipelines stretching about a mile from the shore at a point between the villages of Fahahil and Shaiba. Two mooring buoys were placed in position so that tankers could make fast while loading. By 1949, 10 such lines had been laid in pairs to five sea-loading berths, and it was by this means that the crude oil was transported from Kuwait. A project to provide permanent oil and cargo facilities was started in mid 1947, and by the end of 1949 the

new oil port was completed. Named Mina al Ahmadi, after the late ruler, it has the largest oil loading pier in the world, capable of berthing eight tankers at one time and loading crude oil at a rate of more than 70,000 tons every 24 hours.

Although there is a specialized refinery at Ahmadi for providing oil products for ships' bunkers and local demands, virtually all Kuwait's oil is refined elsewhere. From the oil port, tankers leave at the rate of about seven a day for refineries all over the world. One of the newest of these refineries is B.P.'s five million tons a year Aden refinery, which processes crude oil from Kuwait. An average of four tankers a week, ranging in size from 14,000 d.w. tons to the largest 32,000 tonners, make the 1,900 mile journey from Kuwait to Aden.

And from Aden, in its turn, refined products leave daily. Whether as fuel oil for ships, petrol for motorists, paraffin for the lamp and the cooking stove, oil from Kuwait finds its way to the markets of the Red Sea and Western Indian Ocean in many varied forms. But above all it feeds the never-ending procession of ships which come and go off Steamer Point on their way to the four corners of the earth. These are the ingredients which give the oil industry its international flavour.

## Socotra—the Isle of the Blest

**S**OCOTRA is one of those places which provoke the question whether there is any exception to the rule that we should seek to introduce the accompaniments of western civilization to all those people whom we can reach. There can be only one answer in the case of countries lying on or near the tracks along which currents of world thought pass; in their own interests they must be helped to deal with the intrusive, positive, even disruptive west on its own ground. But valleys in Papua hitherto unknown except from the air? Or an island like Socotra, not far from world trade routes, but on the other hand largely kept inviolate through the ages by its own lack of anchorages safe from either monsoon—and incidentally by a scourge of malaria more severe than that endemic in many places?

### Hero's Home

But has Socotra always been inviolate to outside influences? On the contrary, it has experienced them throughout its history. It dances flickeringly in the mists of the oldest stories of the human race as the Isle of the Blest (which is what the name means) whither came Gilgamesh, the hero of the Babylonian epic, passing through the Waters of Death, which we call the Straits of Bab el Mandeb. Here he learnt the secret of immortality from his ancestor Uta Napishtim, who also told him of the abating of the flood. For Uta Napishtim was Noah, and one can't go back much earlier than that.

It was famed, too, as the home of the Phoenix, "the Arabian Bird," and it was known to the ancient Egyptians as the Island of the Genie—the spirit of the sacred tree. Around the time of Abraham it was already an entrepôt of importance

where traders from Egypt and India met those of Arabia and Africa. Greek settlers came in the time of the Ptolemies and some say that Alexander the Great had a hand in its colonization. The monk Cosmas Indicopleustes found Christianity long established in the sixth century. It survived as a veneer till the 18th century and was of a Jacobite character. The little seaport of Qalensiya derives its name from *ecclesia* and I saw the ruins of round churches near 'Iryush. The introduction of Christianity is sometimes ascribed to St. Thomas.

In the early 17th century the island was occupied for a short time by the Portuguese. The British, who wanted a coaling station, made an agreement for the landing and storage of coal there in 1834 and in the next year tried to purchase it. The Sultan, not unnaturally, "displayed an unconquerable aversion" to its sale, though European and Indian troops were sent in anticipation. However, the capture of Aden in 1839 rendered all this unnecessary and the troops, sadly weakened by the malaria which had driven the Portuguese out, thankfully retired. It came under British protection in 1866.

### Folk Tales

Many, even those of its most ancient visitors, have left their mark. I have sat round a camp fire far into the night listening to Socotran folk tales and observed how they reflect the strange and ancient influences to which the life story of the people has been subjected. The population is very mixed. East to west the island is about 80 miles long. It tapers somewhat at both ends and at its widest is 22 miles across. The population is probably no more than 5,000, though it was long estimated at from 10,000 to 12,000. The people



speak their own still imperfectly known Semitic language, but it is hard to say who are the aborigines. They are certainly included among the Beduins, who are mostly timid troglodytes and form about half the population. But they are believed to owe their light colour, straight hair and European cast of countenance to Greek colonists, and to these are almost certainly due the small humpless cattle, which used to be much prized for their milk in Zanzibar when I was there, and the handsome wild asses which mostly roam in herds in the western part of the island and are trapped for taming.

The rest of the population are frankly foreign in origin. About a quarter are ex-slaves from the Swahili coast and the remainder Arabs. The ruling family is Mahri and the connection between Socotra and the Mahri coast is very ancient. It was described as subject to it in the first century.

Socotran life, even though it bears traces of all these outside impacts, has by force of circumstances become something quite unique. It is, of course, extremely insular and has a different

flavour to that of Arabia. Though the Socotrans have developed their outside contacts, they have by preference and design kept a curtain between themselves and others and reinforced the seclusion which the build of their island and wind and wave have assured them. They are indeed a "peculiar" people. Their women, though they may be married to foreigners on the island for periods, are not allowed to leave it and it is said that the only ones who do are those who fly by night, like witches, to visit their absent husbands and return by morning. Though they are not peculiar in not liking visitors, they have recourse to talking among themselves in Socotri in their presence. The Sultan in my day was said never to smile (though I won a prize—never, alas, received—from my Resident for making him do so) and his cabinet, who reminded me of the Houyhnhnms in *Gulliver's Travels*, though they were less intelligent, always looked ineffably miserable and suspicious when supporting him at interviews. In the whole island there are but two dhows.

The stage on which these exclusive and secluded

people play out their lives enhances the general effect of Socotra as a survival from an ancient epoch. Most famous of its flora are the dragon's blood trees, whose red cinnabar-like exudation is called "Blood of the two Brothers" and thus recalls the mortal combats of dragon and elephant of which Pliny speaks. The trees stand like umbrellas blown inside out and, with frankincense, myrrh, aloes, *Adenium obesum* and other aromatic plants of exotic appearance, give the landscape a touch of the primeval.

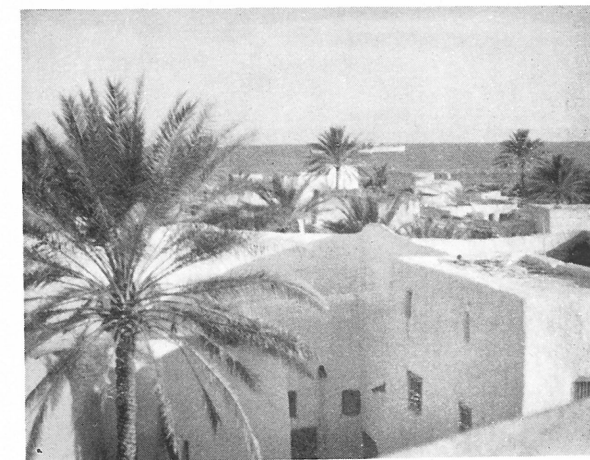
#### Romantic Exports

Dragon's blood is perhaps the most romantic export, but the principal ones are an excellent and much-valued *ghee*, civet and musk, pearls and mother-of-pearl, fish and skins, and woollen rugs made from the fleece of the woolly sheep. The principal import is maize brought by Qu'aiti dhows from East Africa. This forms the staple diet of the people. Other imports are millet and rice, piece goods, kerosene and a few groceries. The diet is simple but the people like their coffee and tea.

The Arabs and the Africans are, of course, Muslims and the Beduins at least nominally so. The Sharia and the 'Urf are the law of the land and trial by fire and compurgation still run. Socotra is just as famous as Pemba for its witchcraft, but its practitioners are by no means popular. It was not long ago that witches were thrown from the cliff tops into the sea.

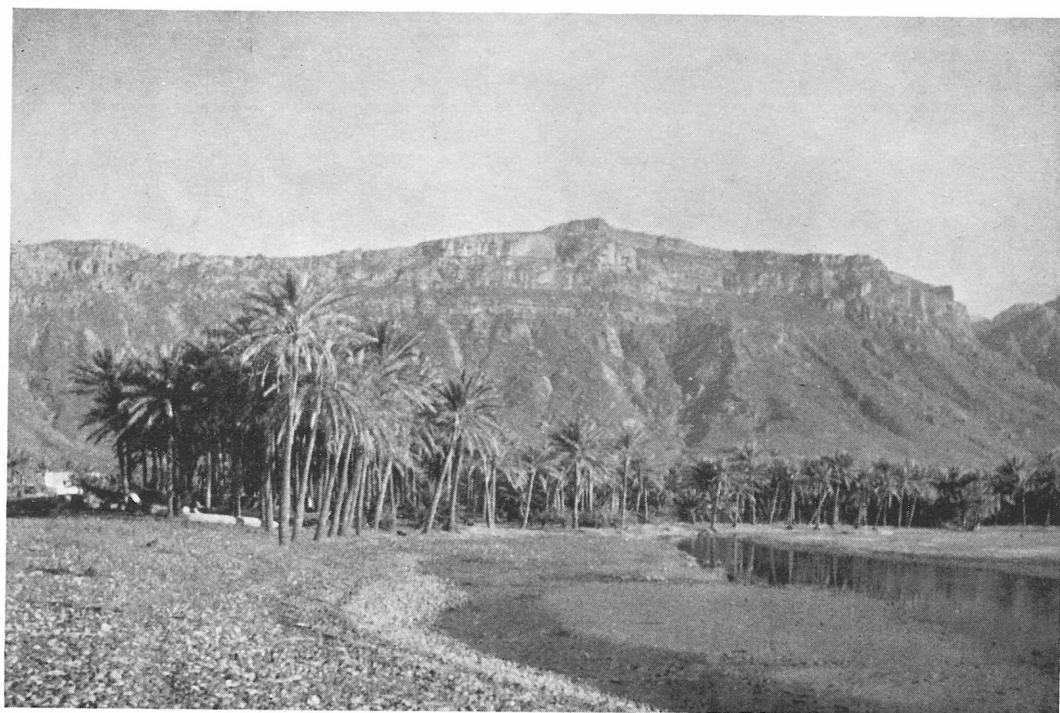
#### Pastoral Pursuits

Agriculture seems rather a grand word to apply to the main occupation of the Socotrans. The Beduins are all pastoral, with herds of cattle, sheep and goats. *Ghee* is by far the most important product. Cultivation of crops is extremely small-scale and hardly extends beyond gardening. Many people have fenced-in gardens and grow small amounts of maize, millet and tobacco: I have a vivid recollection of pumpkins large enough for any Cinderella's coach. They grow dates, and the villages, consisting of flat-roofed, one-storey houses, are pleasantly set in grassy groves of them; best of all is the little capital of Hadibu, nestling in its palm groves in the centre of a semi-circular plain surrounded by a great amphitheatre of often mist-clad mountains. This "wild pomp of mountain majesty" is crowned by the central kingly peak of Fidahan Haggier, high on 5,000 feet high. Apart from this there is the collection of gums and



Socotran people at Qadhub, and (below) a fine view out to sea over the housetops of Hadibu

The beach at Haggier, with mountains in the background



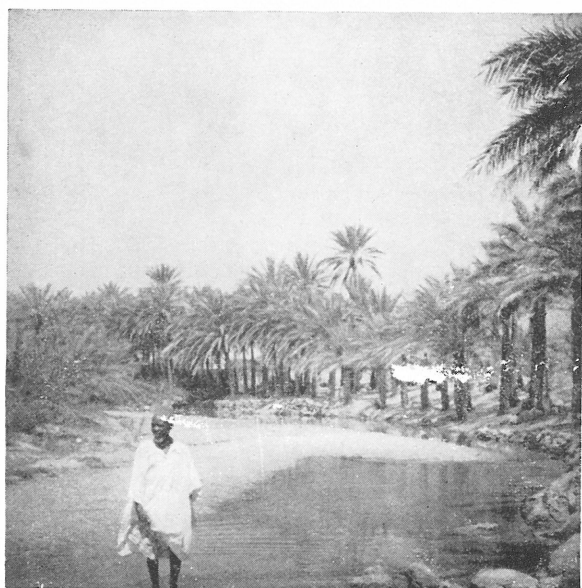
easily accessible by air. But there is nothing much in its resources or situation to attract regular services, and the monsoons and its lack of safe harbours will still tend to keep it aloof. Hitherto such development funds as have been available have been used on the Arabian mainland, but it is always possible that sooner or later the beneficent finger of colonial development and welfare will touch Socotra too. There is in these days of consciousness of backward areas an inevitable urge to do something about them.

### Development Problems

Socotra's circumstances and history seem to set the problem of its development in a proper perspective, both as regards the tempo and the amount to be applied. Plainly a community like this cannot absorb much at any great speed without injury. Development of any kind—economic, social or political—is not an end in itself. Behind it always lies the development of human personality, and the important thing is that in developing his personality the individual shall be free to decide how best to do it himself against a background of security. Thus a sympathetic approach to the problem of applying development is necessary. It is essential to see things through the eyes of the Socotrans themselves.

It is difficult to do this without a much closer

*In the lagoon near Hadibu*



study of them. Their language, and therefore their mode of thought, is still largely unknown. Anyone living outside Socotra can hardly get into the skin of a Socotran and see things from his point of view and with the limitations which Socotran life imposes on him. After all, quite a lot of limitations on outlook exist even in the case of a small and remote West Indian island which an outsider cannot well understand.

### Welcome Measures

In some fields, however, there can be small room for doubt. For instance, no being with human intelligence, once he has understood the aetiology of malaria, could do otherwise than welcome the annihilation of mosquitoes. That would certainly result in an increase of population—witness the case of British Guiana.

And any Socotran—or anybody else anywhere—would welcome an increase of agricultural productivity; that would also be an essential accompaniment to an increased population.

After the obvious, maybe one might have to think more carefully, especially in the application of education. How it should be done and to what end the Socotran should be educated are questions which need a closer study in the case of a community so isolated than they do in countries more in the world. For education is a disruptive force. As Mr. Creech Jones once said: "Once education has begun its work in a territory, nothing can stop the disturbance it will cause. That territory can never be the same again."

### Planning Progress

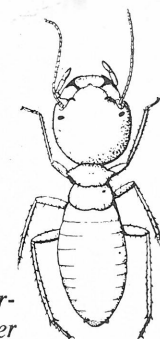
So far necessity and caution have dictated a slow and a small-scale approach in keeping with the speed and degree of the island's absorption of ideas from the outside world. The difference is that the application of ideas is now conscious and therefore needs control. A beginning has been made in the medical field by the training of a health assistant in Mukalla last year and education has made a beginning with the dispatch of six boys to the Beduin school there. In order to improve the milk and meat supplies, the small cattle are being interbred with the larger mainland beasts. Progress has begun and soon the desire for more will appear. There is an admirable opportunity for carefully thought-out planning.

H.I.

## Termites in and around Aden

by

W. VICTOR HARRIS, M.Sc., F.R.E.S.



*Right: A desert harvester termite worker*

EVERYONE familiar with the tropics knows what an attraction wood in all shapes and forms has for white ants—or, as we prefer to call them, termites. This attraction holds as well for things like paper, viscose rayon and cotton cloth, all of which start as wood or vegetable fibre. The destructive powers of termites are proverbial, so the damage they do is all too frequently accepted with resignation as being inevitable.

In most places there are ant hills of various shapes to remind one of their presence. As they are usually pallid, rather delicate looking little creatures—at least as far as the workers are concerned—they tend to give the impression that they would not thrive in so arduous a climate as that of Aden. How wrong this is a search will soon show—in the warehouses of Crater Town, the gardens of Sheikh Othman, the tamarisk scrub of the Abyan Delta. Wherever there is wood, there, sooner or later, will be termites to eat it. It does not matter that the sun's heat penetrates deep into the sand, or that the rain is, to say the least, infrequent. There are not as many termites present in hot dry countries as in the damper tropics, nor are they of so many different kinds, but those that are found have a tremendous hunger to satisfy.

So far, the Aden Protectorate has yielded 11 different species of termites. The best known are two species which damage buildings. They are, as individuals, small and retiring. They build no mounds to warn the newcomer, but have their populous communities deep in the soil. They work their way up through earth walls or through the mortar in stone walls, and if this is impossible then they build fine tubes of chewed wood and sand cemented with saliva over the surface of the wall, through which they pass unobserved, to reach the softer woodwork in which they can

burrow and feed. The numbers in an established termite nest are so great that, once they have located a suitable source of food, they can turn out a large number of workers for a particular job, so that serious damage does not await a period of build-up in population as one finds with woodworm and similar pests.

The subterranean termite, *Reticulitermes aethiopicus*, is closely related to the species which damages buildings in all countries around the Mediterranean and along the Atlantic coast as far north as Bordeaux. It is presumed that the Aden termite lives deep in the soil in old tree stumps or wooden posts, where available, but it seems equally at home in the spindly stem of an incense tree struggling for existence on the rocky jol, as in the fertile valley of the Hadhramaut, where it eats the woodwork of palaces and the carpets which cover their floors.

A slightly smaller but equally destructive termite, *Microcerotermes diversus*, is found in Iraq as well as all along the coast from Aden to Mukalla. It will make its tubes or covered ways over great distances of inhospitable wall to reach the ceilings and window screens in the upper storeys of houses. The amount of damage this and its companion the subterranean termite will do is limited only by opportunity.

In the past, much use has been made of teak for constructional purposes in the larger dwellings as well as for furniture, while mangrove poles are in general use for roofing in large and small houses within easy reach of the sea. Both these woods are highly resistant to termites. Their use, however, does not make the buildings termite proof, and merchandise stored in them has ever been liable to damage. It is interesting to speculate how much the white ant has retarded development in the tropics by preventing the accumulation of records on wood or paper for the guidance of later



Covered runways of earth constructed by termites on a wall leading from an infested wall plate down to a newly-fitted louvre-window. They had reached the roof through wall cracks in another part of the building.

generations. Modern buildings of reinforced concrete may be structurally more resistant to termite damage, but imported soft-wood doors, parquet floors and similar refinements still give ample opportunity for termite attack.

In Beihan, a third species has been found in the timbers of houses. It is characterized by the way in which its tubes, or covered ways, hang down from the ceiling beams for two feet or more before breaking under their own weight. It has not yet been found elsewhere, but close relations are present in other desert areas, in Tunis and North-west India.

Out in the sandy desert country there are two very different kinds of termites. Both live deep underground and come out of small holes in the evening, working until dawn collecting small lengths of grass stems and dry herbs which they take down to their stores below. They are most active after a passing rainstorm has brought to life the scanty plant life of the desert, competing for this fodder with the camels, gazelles and all the small mammals which live in burrows during the day and come out to feed at night. The commonest of these two termites is the desert harvester termite, *Anacanthotermes ochraceus*.

This is a robust and larger insect than the termites found in houses, and it occurs right across the Sahara and Nubian deserts into Sinai and Arabia, living even in sand dunes. Its presence is indicated by small conical mounds of sand about four inches high, which when scraped away expose a hole in the ground about a quarter of an inch in diameter. These are the waste dumps for sand removed in mining operations below, and they blow away before they can accumulate and form mounds. Watch these holes at night and a scene of great activity will be observed—worker termites are bringing up grains of sand from below, while others arrive laden with small pieces of grass stems which are subjected to close scrutiny by guards before being taken down to the stores. Every now and then a soldier termite, with extra large jaws, mingles with the crowds and does, as far as one can see, nothing particularly useful. These harvester termites find much valuable food in the droppings of herbivorous animals, and are particularly numerous in the neighbourhood of water-holes.

#### Rare Harvesting Termite

The other harvesting termite is rare, having been found only in the coastal dunes around Burum, to the west of Mukalla. It belongs to a group of termites whose soldiers do not have massive jaws for aggressive purposes, but who have, instead, heads drawn out in front like a rubber ear-syringe and who squirt a sticky fluid over their enemies—an effective weapon against ants and small spiders. The workers gather short lengths of grass which they store in underground chambers. Their shafts through the sand are cemented with saliva to prevent their caving in.

The larger kind of termite mounds, such as occur over much of Africa from the Sahara to the Transvaal, are to be found only in the Audhali country. They are most conspicuous in a number of wadi beds where the rivers come down in floods each year and permit of grain crops being cultivated. Though the top soil is a sandy alluvium, these conical mounds about five feet high are as hard as concrete, and rough surfaced. The termite which inhabits them is the African *Macrotermes bellicosus*, which in Somalia and the northern frontier of Kenya builds steeple-like mounds 20 and more feet high.

In Arabia the mounds stay small, probably because of the difficulty which workers encoun-

ter in collecting clay with which to cement the sand particles together, and also because extremes of climate send the termites far down below the ground at certain seasons. These mounds have their uses—they make excellent platforms for the little boys who scare away birds from ripening grain, and provide the little black goats with playgrounds. Bertram Thomas, in his book *Arabia Felix*, mentions ant heaps “the height of a camel” in the coastal foothills of Dhufar, way to the east of Mukalla. These may be termite mounds of the same kind, and if this is so it is of great interest as it represents a long move eastwards for a typically African insect.

#### Rough Living

Another small termite associated with the Sahara and neighbouring deserts is also found in Southern Arabia. It is aptly called *Psammotermes*, the sand termite. It is found in the stems of small shrubs, beneath the bark of the *Zizyphus* tree or making fine tubes of chewed wood over exposed surfaces. It will attack new plants which are not thriving, for instance dates that have recently been transplanted. While generally seen in oases where vegetation is available, it is present in plants struggling for a foothold in dunes or on rocky slopes. On the question of how these termite colonies survive or spread in places where vegetation appears to be so scattered there is no data but much room for speculation.

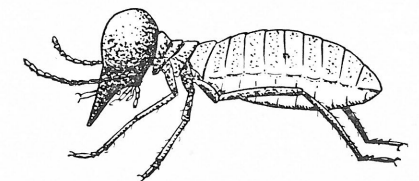
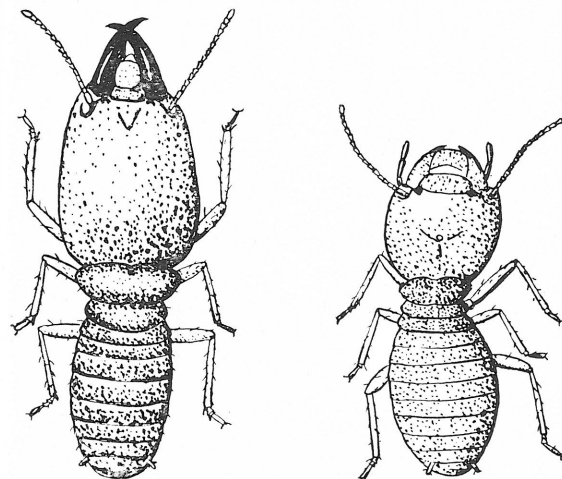
Finally there is a large but harmless termite which lives in the dead branches of the umbrella-shaped acacias growing in the wadi beds along

the coasts of Aden, Yemen and Eritrea. It is a dry-wood termite, so called because this group live like borer beetles in timber and dead wood removed from contact with the ground. Their simple communities live inside the galleries which they make as they feed in the wood. Some are important pests of buildings, but others, like the one in question, stay in dead branches. It goes by the name of *Kaloterme aethiopicus*, a self-effacing insect which keeps away from man.

White ants have a considerable nuisance value to users of wood, and their ability to appear in unlikely places causes much loss unless simple safety precautions are taken. To the naturalist, on the other hand, they are of great interest because of their social habits. At certain seasons winged termites leave the nests in flying swarms. These are the males and females who will pair and found new colonies, unless eaten by birds, reptiles, other insects and even man himself. For the rest of the year the community consists of workers, with a small proportion of soldiers for defence, and the female or “queen” with her attendant male who together provide the eggs necessary to maintain the numbers in the nest.

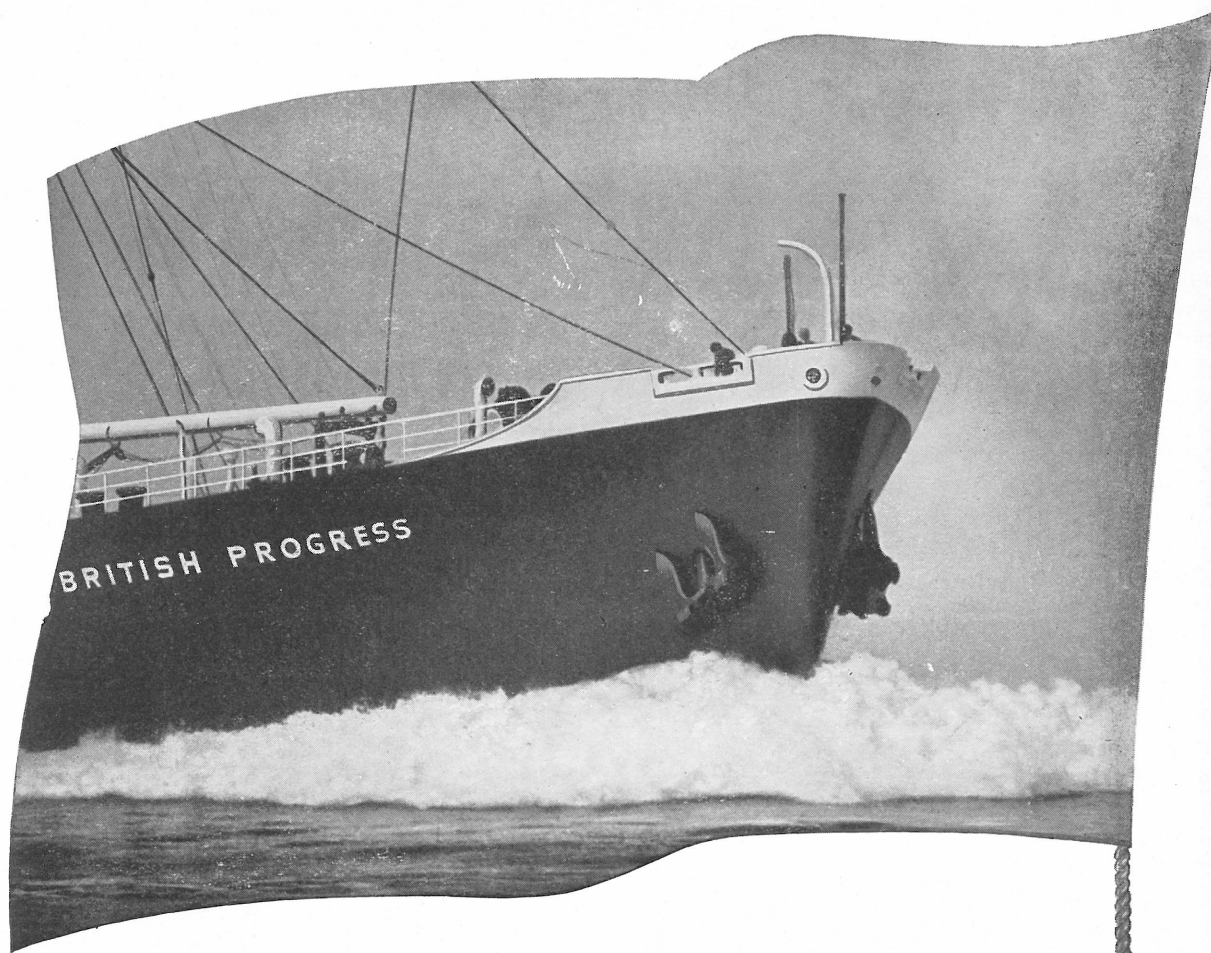
#### Aden's Wild Life

The wild life of Aden is much more numerous than appears at first glance. Because of the heat and dryness of the daytime most animals prefer to work by night, and remain hidden away under stones, beneath the bark of trees or below ground until dusk. Others, like some of the termites, live in wood or the mud walls of houses. This is the sort of life most termites prefer, so it is not really surprising that there are at least 11 different kinds of them in Aden. Only the wandering Beduin is independent of them, since he never stays long enough in any one place for them to attack his belongings or injure his crops!



Above: Soldier of the small desert termite with pear-shaped head.

Left: Soldier and worker of the large mound-builder, *Macrotermes*



## OIL POWER FOR SHIPS

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**INTERNATIONAL OIL BUNKERING**

## Port of Aden Traffic

### IMPORTS AND EXPORTS

Total value, excluding land trade, from January 1954 to December 1954

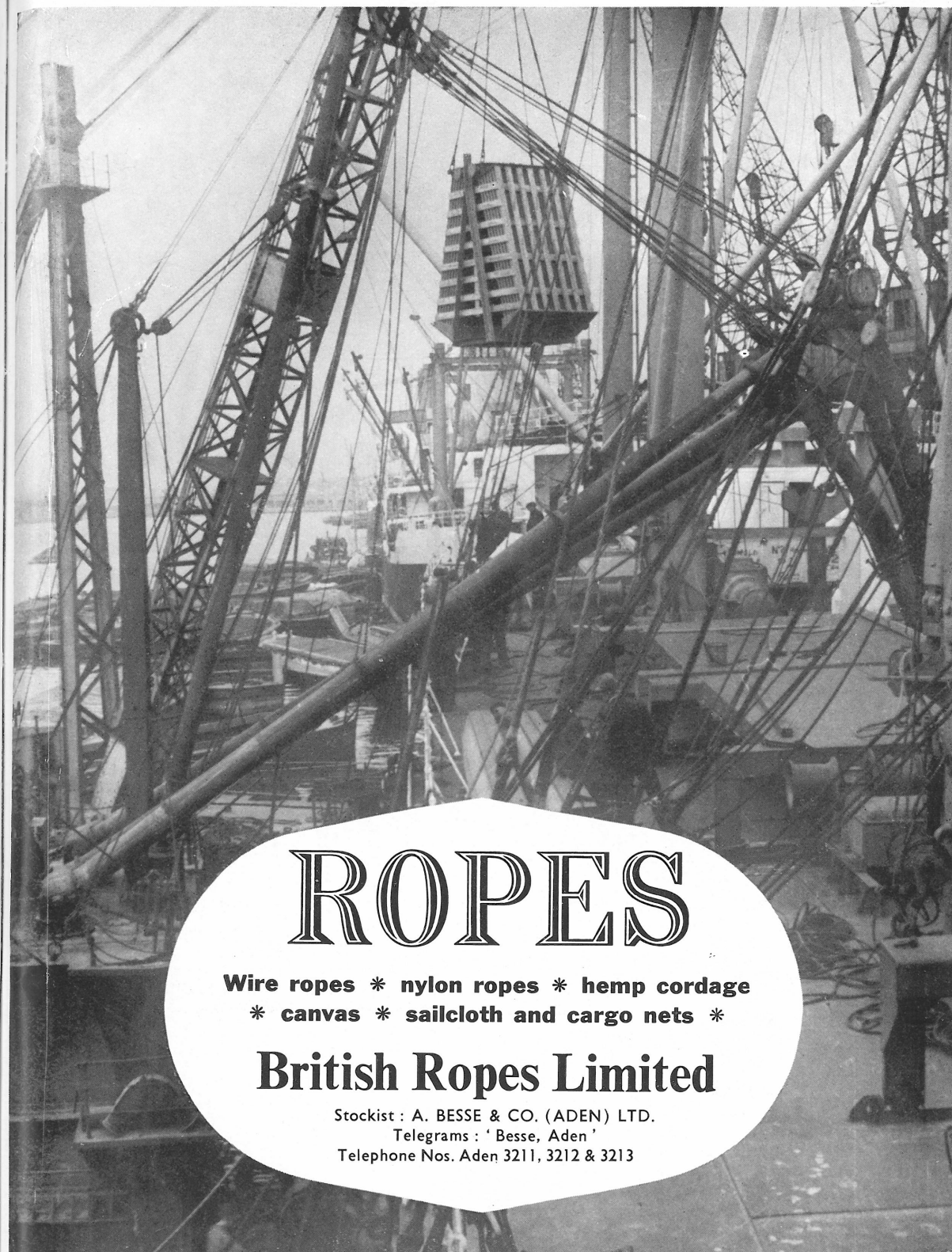
MONTH	IMPORTS £	EXPORTS £
JANUARY .....	6,280,850	3,673,879
FEBRUARY .....	5,169,614	4,829,235
MARCH .....	6,589,159	3,740,793
APRIL .....	5,806,027	3,392,478
MAY .....	5,208,123	2,988,513
JUNE .....	5,025,904	3,025,238
JULY .....	5,027,051	3,128,033
AUGUST .....	3,765,211	2,640,488
SEPTEMBER .....	3,475,879	2,919,864
OCTOBER .....	3,410,916	3,777,502
NOVEMBER .....	3,364,953	3,734,358
DECEMBER .....	5,773,074	4,747,529
<b>Total .....</b>	<b>£58,896,761</b>	<b>£42,597,910</b>

### NUMBER OF VESSELS (Steam and Motor) AND COUNTRY CRAFT USING THE PORT FROM APRIL 1954 to MARCH 1955

Month	Steam and Motor Vessels (including warships and Government craft)		Country Craft (Dhows)	
	Nos.	Net Register Tonnage	Nos.	Tonnage
1954				
APRIL .....	425	1,806,700	173	11,845
MAY .....	391	1,680,532	169	12,023
JUNE .....	402	1,727,292	106	7,245
JULY .....	396	1,739,455	49	4,442
AUGUST .....	427	1,880,658	43	3,463
SEPTEMBER .....	437	1,894,552	95	8,191
OCTOBER .....	448	2,078,393	99	7,724
NOVEMBER .....	405	1,853,909	111	7,430
DECEMBER .....	441	1,998,570	126	10,419
1955				
JANUARY .....	424	1,900,336	123	10,530
FEBRUARY .....	419	1,928,974	113	7,260
MARCH .....	459	2,106,988	184	12,444
<b>Total .....</b>	<b>5,074</b>	<b>22,596,359</b>	<b>1,391</b>	<b>103,016</b>

## Index to Advertisements

	<i>Page</i>		<i>Page</i>
A. BESSE & CO. (ADEN) LTD. ...	2, 3 & 99	HALAL SHIPPING Co. LTD., THE ...	80
ADEN AIRWAYS LTD. ...	95	HAWKINS & TIPSON LTD. ...	97
ADEN PORT TRUST ...	100	HEMPLE'S MARINE PAINTS ...	9
ARABIAN TRADING Co. LTD., THE ...	91	HOUSE MAGAZINE PUBLISHING AGENCY, THE ...	100
A. REYROLLE & Co. LTD. ...	82	INTERNATIONAL PAINTS LTD. (Outside back cover)	
ATHANAS BROS. (ADEN) LTD. ...	78	J. H. SANKEY & SON LTD. ...	96
BEDFORD VEHICLES ...	12	K. L. KALLIS SONS & Co. LTD. ...	20
BRITISH BANK OF THE MIDDLE EAST, THE ...	73	LANDROVER VEHICLES ...	13
BRITISH INDIA STEAM NAVIGATION Co. LTD. ...	22	LUKE THOMAS & Co. LTD. ...	16 & 17
BRITISH INSULATED CALLENDER'S CABLES LTD. ...	18	L. SAVON & RIES (ADEN SHIPPING) Co. LTD. ...	70
BRITISH OVERSEAS AIRWAYS CORPORA- TION ...	95	MASSEY-HARRIS-FERGUSON LTD. ...	5
BRITISH PETROLEUM Co. LTD. ...	68	MILLARS' MACHINERY Co. LTD. ...	93
BRITISH ROPES LTD. ...	69	MITCHELL COTTS (RED SEA) LTD. ...	10
BROOKE INDUSTRIES LTD. ...	22	MORRIS MINOR CARS ...	85
CABLE & WIRELESS (MID-EAST) LTD. ...	100	MUNCHERJEE EDULJEE MANECKJEE ...	8
CALTEX OIL (ADEN) LTD. ...	71	NATIONAL BANK OF INDIA LTD. ...	26
C. C. WAKEFIELD & Co LTD. CASTROL	83	PALLONJEE DINSHAW & Co. ...	98
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA ...	11	PAUL RIES & SONS (ADEN) LTD. ...	4
C. IRELAND (ADEN) LTD. ...	1	PAULING & Co. LTD. ...	21
COCA-COLA ...	88	PENINSULAR & ORIENTAL STEAM NAVI- GATION Co. LTD. ...	23
CORY BROTHERS & Co. LTD. ...	14 & 15	PLANT PROTECTION LTD. ...	25
COW AND GATE MILK FOOD ...	74	RANSOMES SIMS & JEFFERIES LTD. ...	81
COWASJEE DINSHAW & BROS. (ADEN) LTD. ...	72	RONSON PRODUCTS LTD. ...	87
CRITTALL MANUFACTURING Co. LTD., THE ...	24	ROOTES CARS & TRUCKS ...	79
CUSSONS SONS & Co. LTD. ...	94	SAID AHMED O. BAZARA & BROS. (Inside front cover)	
DREDGING & CONSTRUCTION Co. LTD., THE ...	20	S. E. DELBOURGO (ADEN) LTD. ...	86
EASTERN BANK LTD., THE ...	7	SOUTH DURHAM STEEL & IRON Co. LTD. ...	84
EBRAHIM M. RAHIMTULLA & SONS LTD. ...	98	SPINNEYS (1948) LTD. ...	90
E. K. COLE LTD. EKCO RADIOS ...	89	STATE EXPRESS 555 ...	77
GENERAL ELECTRIC Co. LTD. ...	19	SUNDERJI KALIDAS & SONS ...	97
GEORGE KAUFMANN (LONDON) LTD. ...	92	VAUXHALL CARS ...	12
GEORGE WIMPEY & Co. LTD. ...	6	WALTER'S "PALM" TOFFEE LTD. ...	75
		WHITE HORSE WHISKY ...	76
		WM. SANDERSON & SONS LTD., VAT 69	99
		YARDLEY & Co. LTD. (Inside back cover)	



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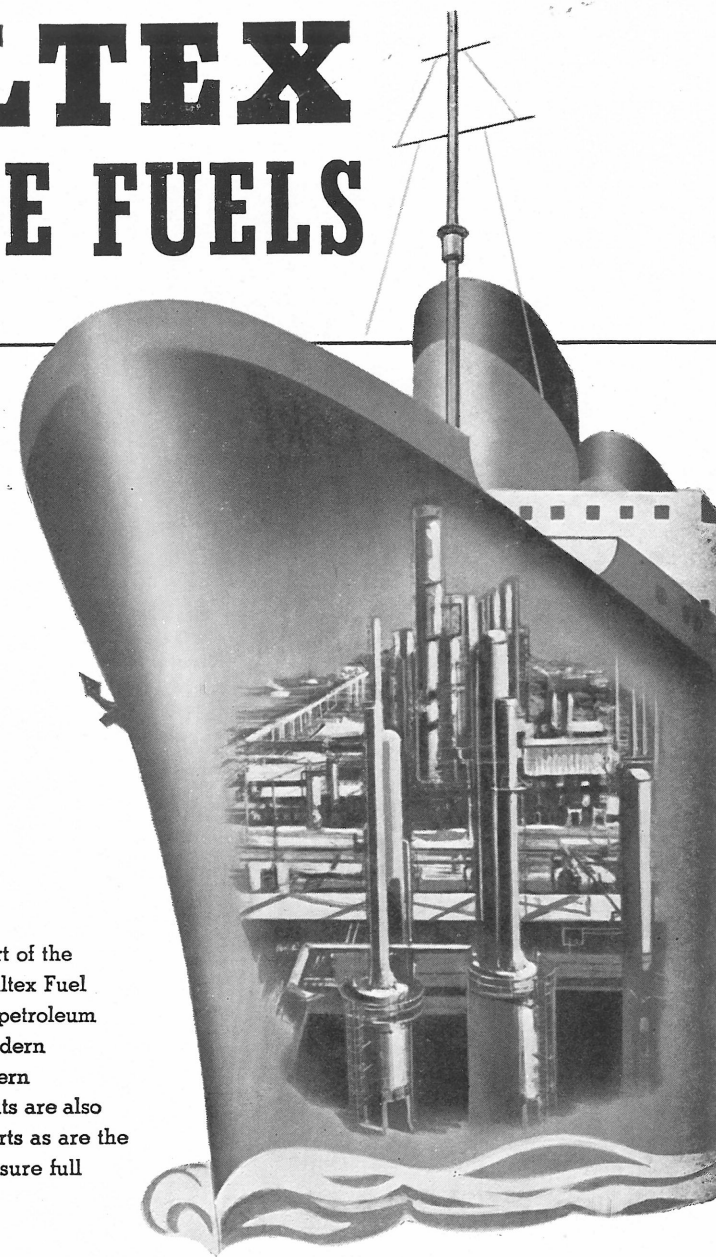
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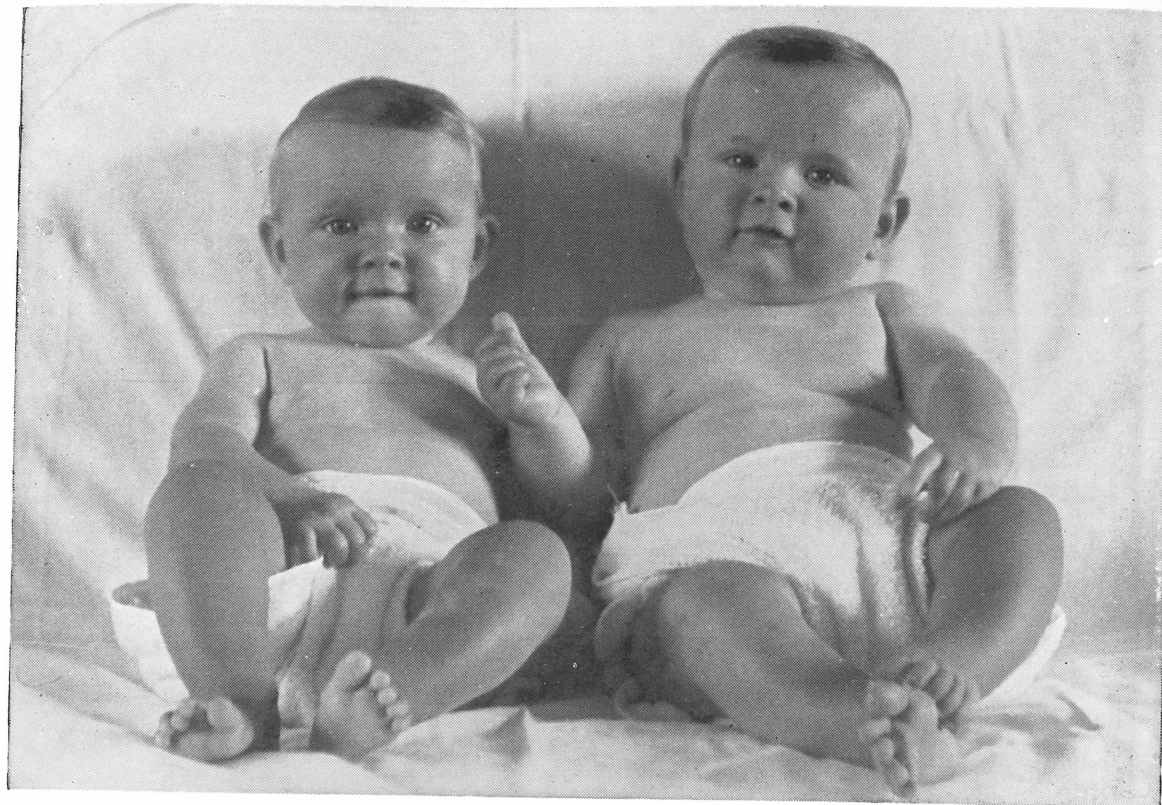
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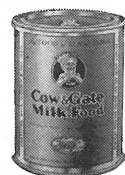
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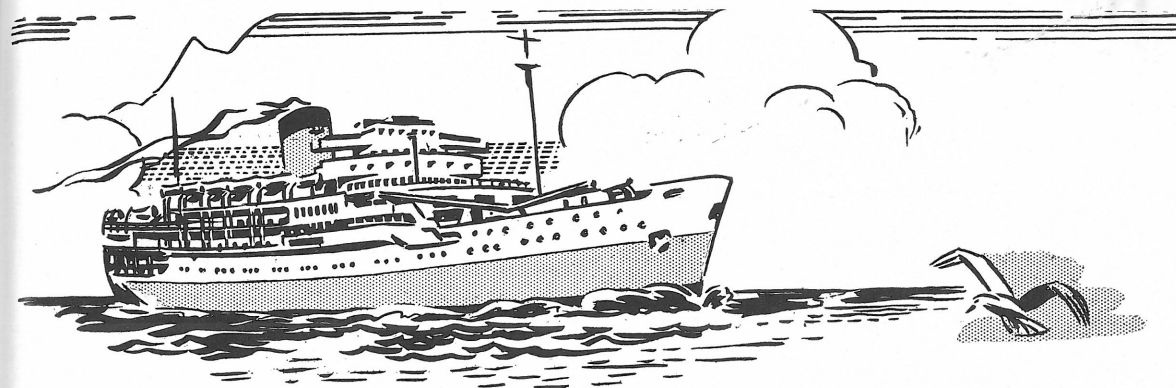
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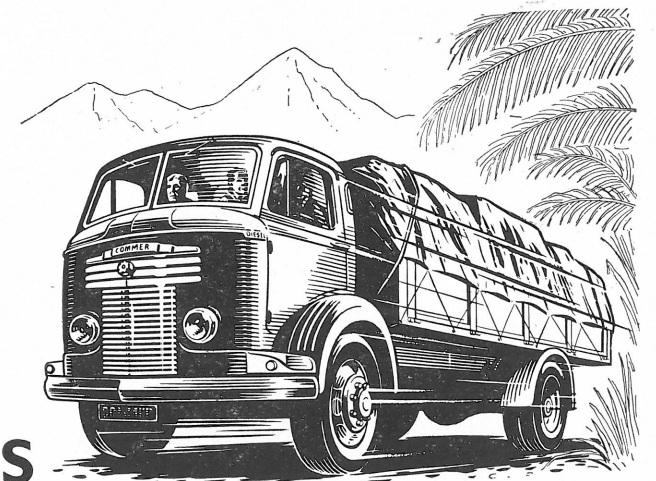
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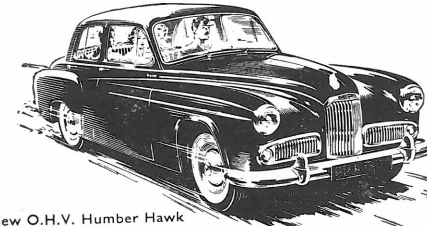
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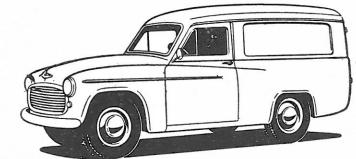


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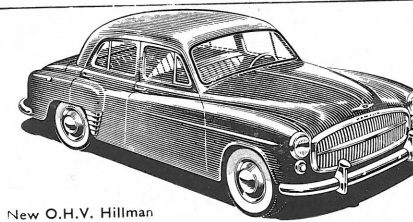
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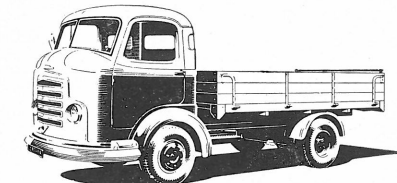
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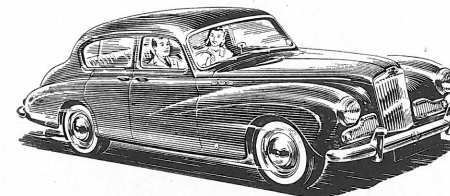
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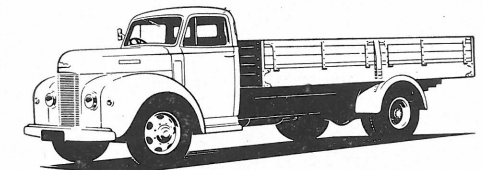
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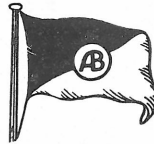


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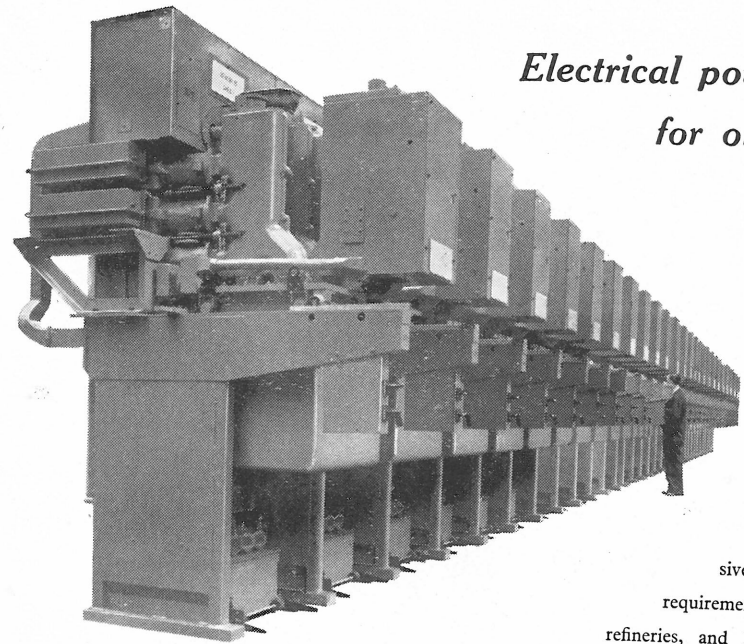
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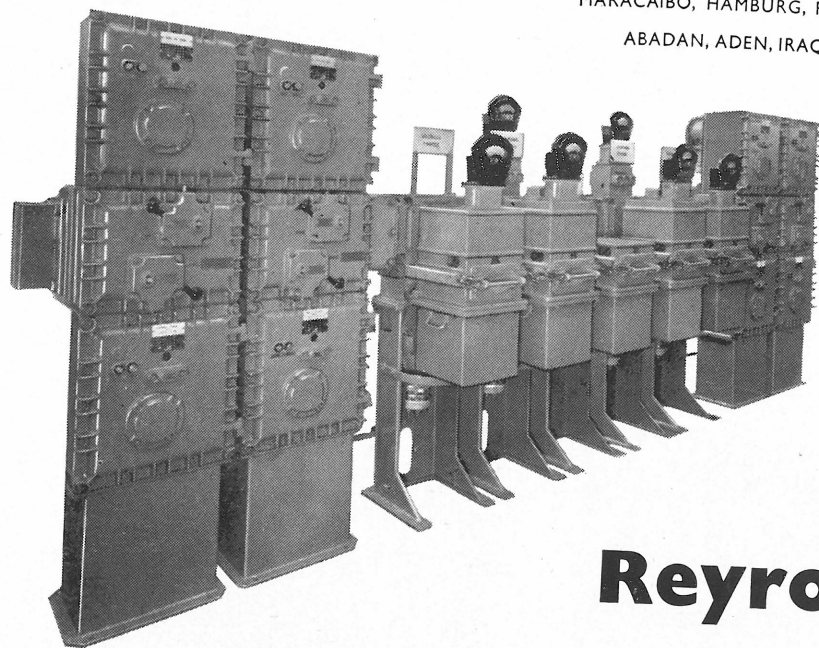
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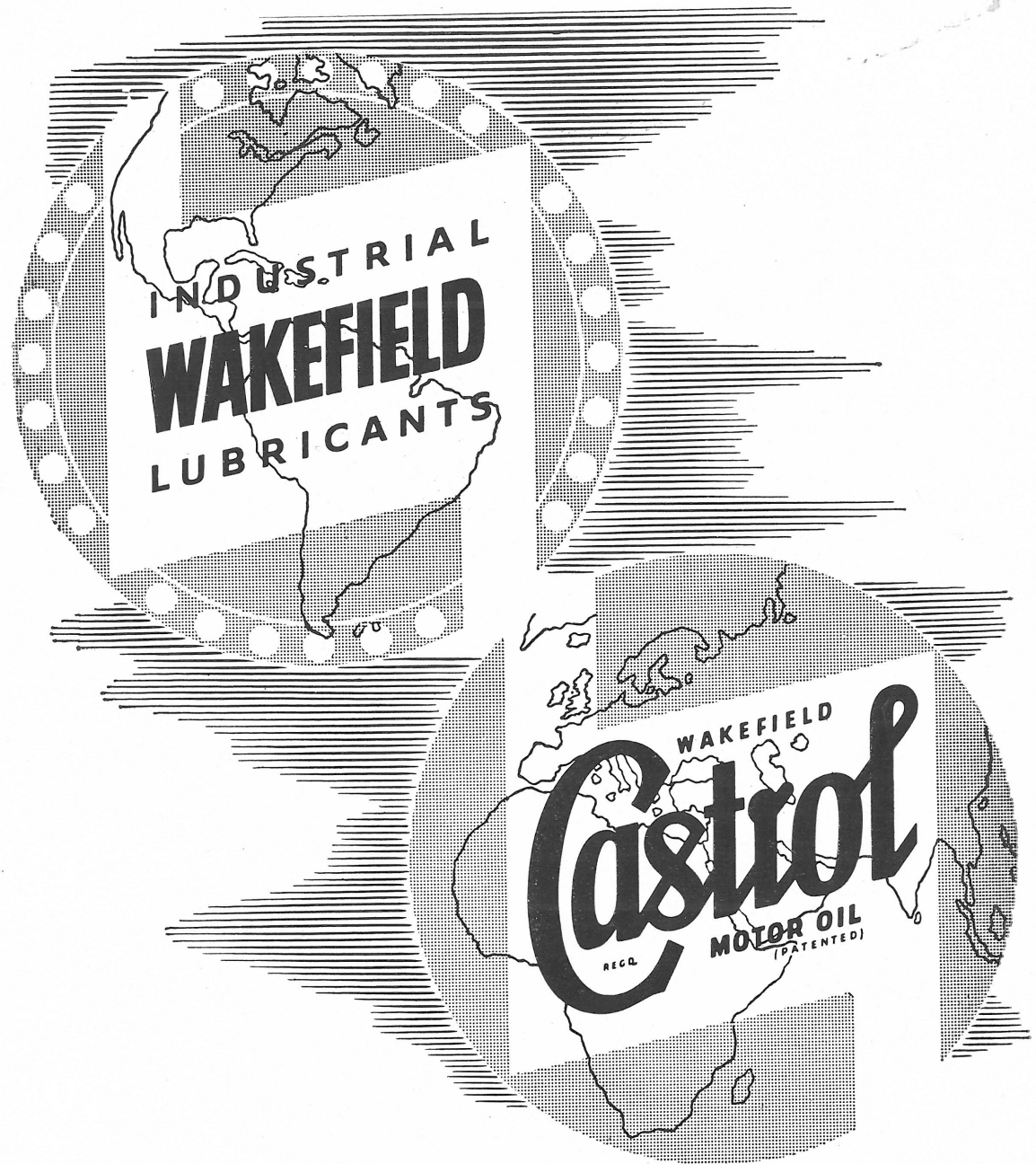
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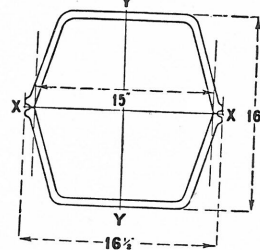
Illustration shows  
a consignment of 90-foot  
columns leaving our works.



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#### "RENDHEX" No. 4



Weight of Rolled Section: 58.30 lbs. per ft.  
Weight of Complete Column (including  
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About	Moment of Inertia (inches <sup>4</sup> )	Radius of Gyration (inches <sup>2</sup> )	Section Modulus (inches <sup>3</sup> )
XX	1,214	5.95	151.75
YY	1,038	5.50	125.82

#### A lighter section "RENDHEX" No. 3

(13" x 13") is also available as follows:  
Weight of Rolled Section: 36.15 lbs. per ft.  
Weight of Complete Column (including  
weld): 72.50 lbs. per ft.

About	Moment of Inertia (inches <sup>4</sup> )	Radius of Gyration (inches <sup>2</sup> )	Section Modulus (inches <sup>3</sup> )
XX	469.26	4.69	72.2
YY	381.33	4.23	58.7

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These columns are fabricated at Cargo Fleet and can be supplied in any lengths up to 120 feet. The most modern shot blasting equipment has been installed to ensure efficient protection from corrosion.

#### ADVANTAGES

**ECONOMY IN USE.** As load-bearing columns, particularly on long lengths, they show distinct economies over other forms of construction.

**EASE IN HANDLING.** In relation to their strength these columns are light in weight and easily transportable.

**SAVING IN TRANSPORT & STORAGE SPACE.** The columns "nest" for transportation and shipment. Compared with pre-fabricated columns of equal size they show a tremendous saving in space—both in transit and on site.

**TECHNICAL ADVISORY SERVICE.** The assistance of a specialist drawing-office and technical staff is at the disposal of engineers and structural designers desirous of obtaining further detailed information regarding the possibilities and applications of Cargo Fleet "Rendhex" Foundation Column.

#### APPLICATIONS

**DOCK & HARBOUR CONSTRUCTION.** Cargo Fleet "Rendhex" Foundation Columns are particularly adapted for use where piling construction is required. The properties of these Columns are superior for the work for which they are designed as compared with other methods of piling construction.

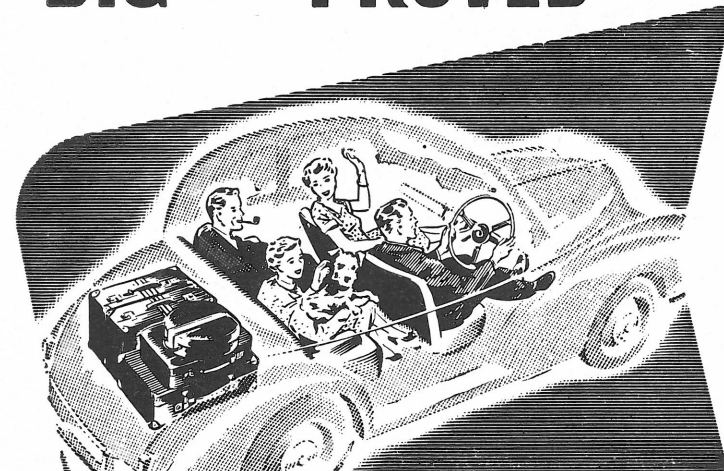
**BRIDGE & CAISSON WORK.** For bridge foundations, piers and caissons, Cargo Fleet "Rendhex" Foundation Columns are a distinct advance on all other types of riveted or bolted columns. Erection is simplified, strength is unimpaired by drilling and the absence of joints reduces damage by corrosion.

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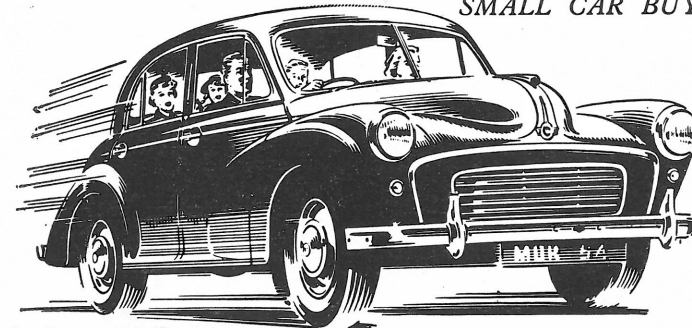
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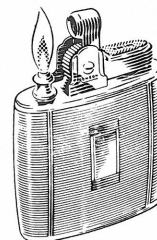
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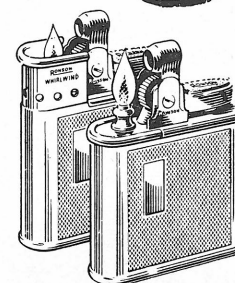
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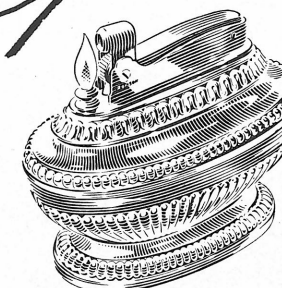
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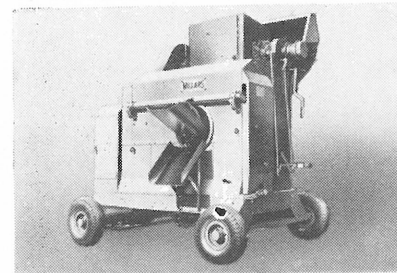
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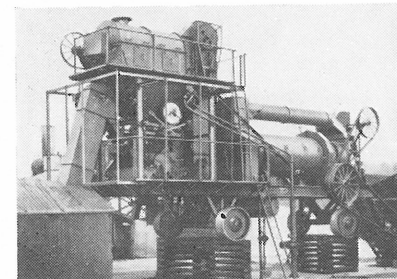
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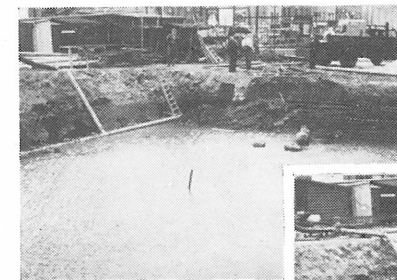
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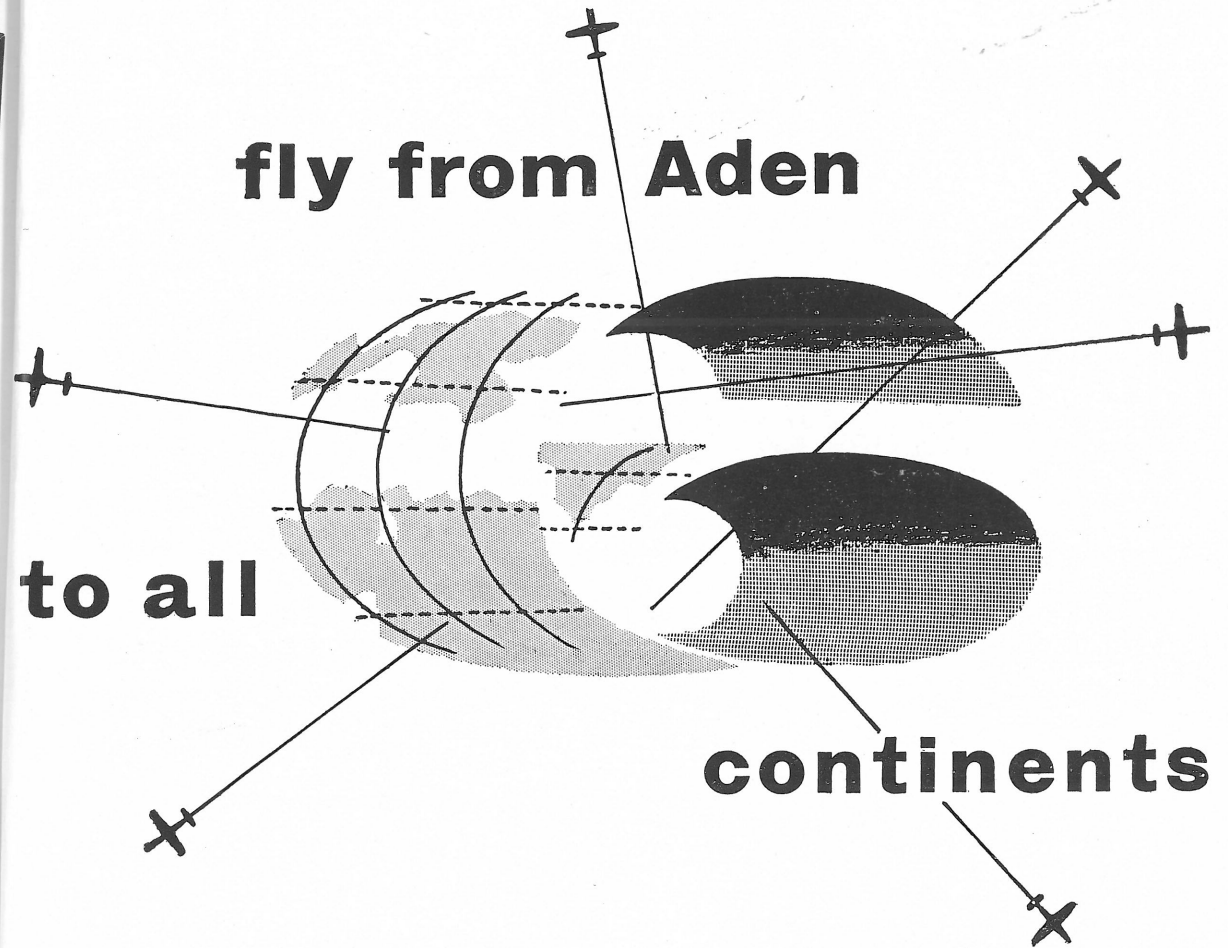
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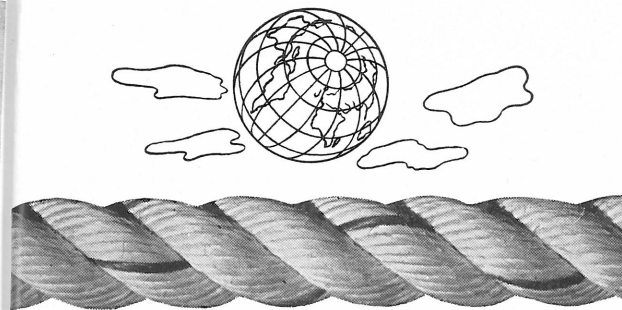
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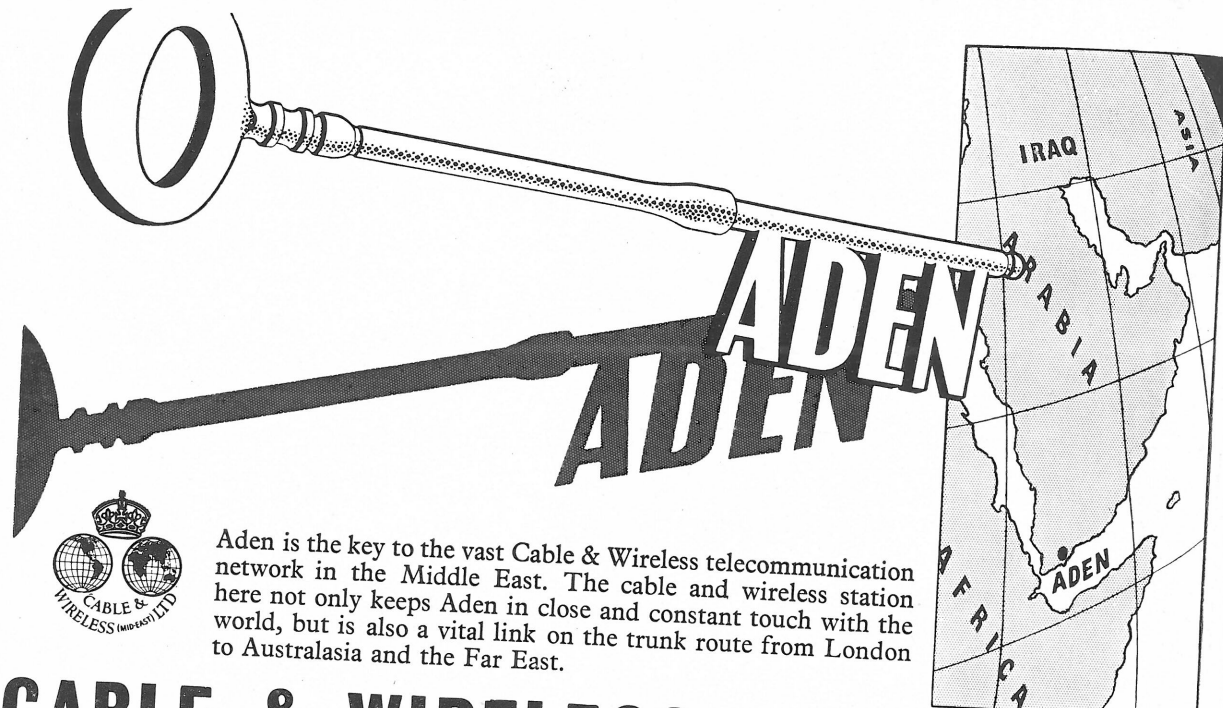


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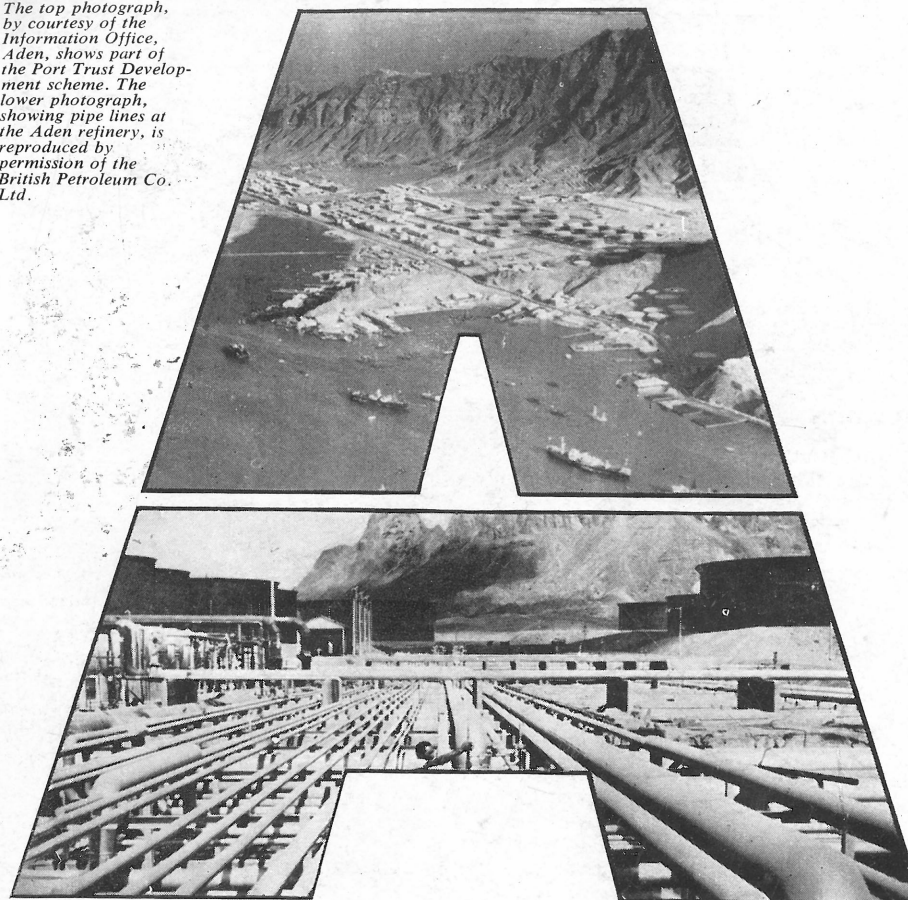
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