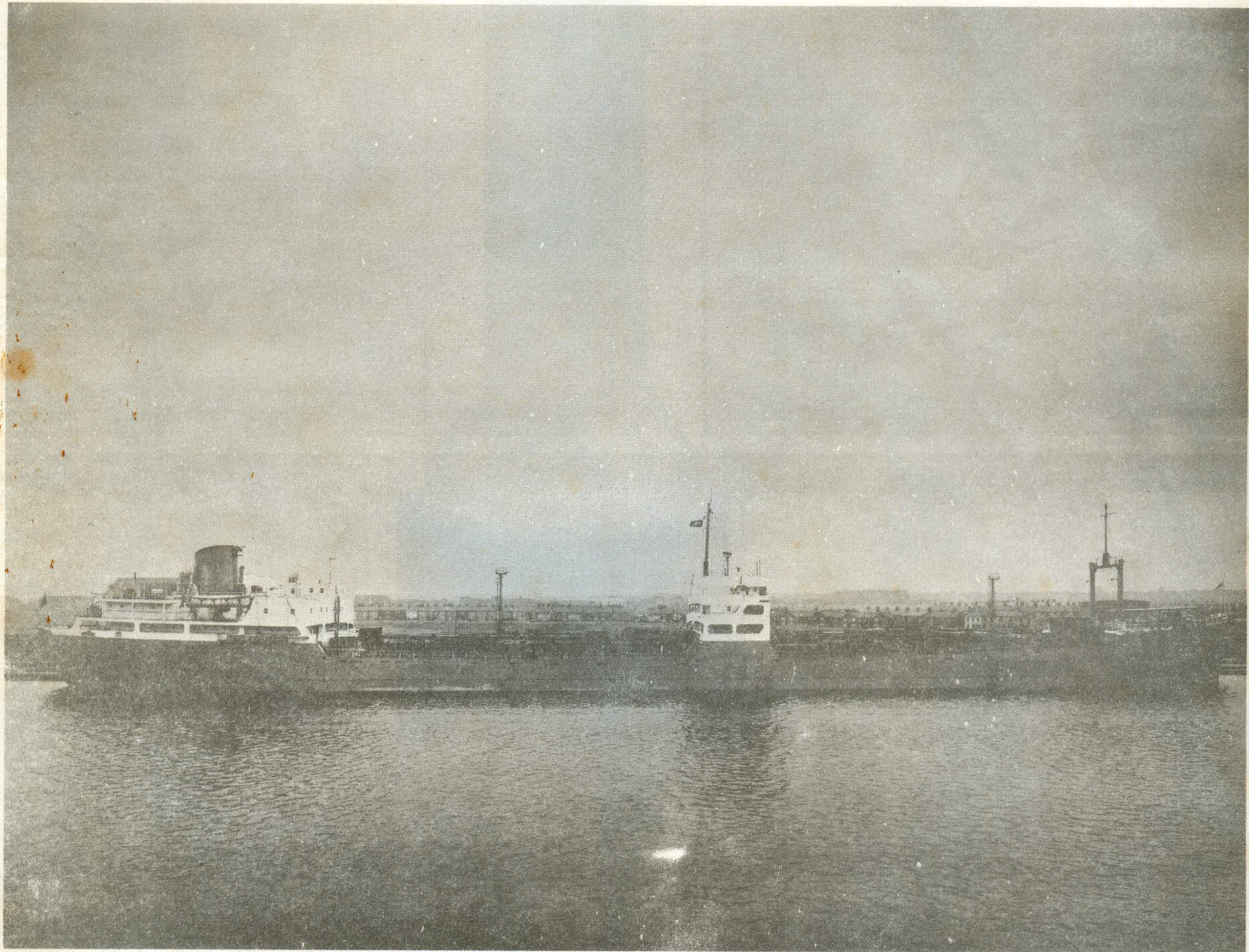




LYLE NEWSLETTER

11/66 - OCTOBER



M.V. "CAPE FRANKLIN" - AT BIRKENHEAD, AUGUST, 1966.

The Geddes report on shipbuilding is credited as the reason for recent news of proposed mergers by wellknown firms on the Clyde. After Geddes we are now to have an enquiry into the Shipping Industry itself and it will be interesting to see what solution will be foreseen as being the cureall for our troubles. It is not difficult to forecast that one recommendation might be more mergers - but is size everything? Looking about, one can see several pretty hefty concerns floundering, or rather, near foundering. Whatever the general result, a smallish firm like ours will have to offer pretty convincing evidence of efficiency before we can say "hands off" with impunity. Doubtless too it will mean more paperwork at the office. This feature of modern business, namely the steady streams of requirements for more information, reports, et cetera, occupy various members of the staff for longer than we care to think.

"CAPE WRATH" has been sold to the same buyers as "CAPE SABLE" for delivery towards the end of October in the United Kingdom.

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PERSONAL

Since instituting the Contract Scheme members have increased steadily despite the drop in the total employed at sea. From the original number we have increased by over a third and will shortly be reaching the point where most of our requirements for staff contract personnel will have been met. We are willing to extend the scheme to more junior categories and, indeed, quite a few Petty Officers are already members.

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We were very pleased to have a visit at the end of August from the Managing Director of the Horten Shipyard, Mr. M. Langballe, who with his wife were keeping an engagement which had had to be postponed due to his illness in July of this year. During their short visit they were shown something of Scotland and fortunately the weather was favourable throughout.

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Captain Baker is now in residence at Haugesund as the Master designate of the newbuilding there, whilst Mr. Loughran has moved over to Gothenburg to maintain a watching brief over the Gotaverken engine being built there for the ship. No doubt when they read these words their hearts will leap with joy at the realisation that at long last they have got some really good reason for writing about their experiences for this sheet. There is no truth in the rumour that Captain Baker is sailing across the North Sea in a GP 14 dinghy to take over his new post. We give this publicity to forestall any insinuating suggestions he may be thinking of making in the near future.

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It now looks as if deeper loading will lift the size of the Horten buildings to just over 21,000 tons. We understand that

the tank tests have been very satisfactory and the 'Horten' bulb bow appears to have been successful.

The response to our request for articles for the Newsletter has not by any means been overwhelming. If we can't have articles on any particular subject matter, what about "suggestions"? We feel sure there must be some points however big or however small, that personnel on board would like to put to us. Whether it is thought they would have approval or not is immaterial - let's have them. Suggestions should be sent to the Editor and if the "suggestor" wishes to remain anonymous the Editor will respect this and not publish his name although of course when suggestions are sent in they must be signed by the person from whom they emanate.

From the Chairman to all ships

At the Annual General Meeting of the Company, which was held on 26th July, the Shareholders, on the suggestion of the Chairman, unanimously passed a very sincere vote of thanks to all Masters, Officers and men for their loyal service to the Company during the past year.

PERSONAL

Colonel P.C. Macfarlane: We regret to report that the Honorary President had to enter hospital towards the end of August for medical attention. We sincerely hope it will not be long before we can report that he has returned home.

Miss L. Taylor: Our best wishes go to Miss Taylor who is being married early in October. We hope she and her future husband will have every happiness.

Cadet P.R. Dyson:

We congratulate Cadet Dyson on winning the 1966 Best Lyle Cadet of the year award. The prize, a sextant, will be presented in the near future.



LETTERS

Captain A.B. Sutherland,
S.T.S. "CAPE WRATH",
KAWASAKI.

Dear Editor,

PEGGY - AUCKLAND

I would apologise for not writing re the above Lady sooner in answer to your request. Circumstances of late have been rather hectic to say the least, hence my delay in writing.

Peggy is known to all seafarers that have ever been to Auckland. She started going on board ships in the very early thirties and she has kept this up even to the present time, although she retired a little over a year ago as she did not wish to present herself for yet another survey, being well over three score. She received an official presentation from all those in the shipping line in Auckland, also all ships helped in the gathering of cash for the presentation. I am told there was a large turnout. She is of Irish stock, really quite a character, with the usual Irish wit, and on top of that has a heart of gold that is not often found in present times.

She maintained a record book of the names of all the ships she visited and this book also contained messages from the various seafarers she had met and helped in various ways. This book is now in the possession of the Greenwich Museum. When the Queen and Duke of Edinburgh visited Auckland, Peggy was presented to them.

When she boards a ship she will make herself very much at home and in no time she tells you that it's time you had new curtains, cushion covers, etc., or anything in that line. If one agrees, then she goes off and buys the material and makes them herself. She will take one shopping - many a Master's wife has gone on a shopping spree with Peggy, and thus saved many hours of shop walking for the Master - although no doubt the cash had to be supplied.

Any seafarer left in hospital is well taken care of by Peggy in the form of visits every day and fruit, etc. In her time on the waterfront she must have done many very fine things for all seafarers. She is so well trusted that she has never been searched by the Customs.

I have met her on all my visits to Auckland, and at times she has made odds and ends for me. I would not say that I knew her whole background very well but I am quite sure there are many more interesting features of her life on the waterfront that I am not aware of.

I believe she married a seafarer many years ago in New Zealand, he was injured and as a result of which he died, although I would not vouch for the truth of this.

On first meeting Peggy, one has the impression she is rather a tough individual but it is probably her Irish way that conveys this impression. She has a very good memory, and on our recent visit she asked me about many of our Masters who are retired.

This is a very poor picture of the Lady, as I am quite certain there is much more to her life than I have been able to relate.

