



LYLE NEWSLETTER

12/67 - JANUARY



M.V. "CAPE NELSON" - AT BIRKENHEAD, OCTOBER, 1966.

Christmas will certainly be past when you read this but it has still to come at the time we pen these lines so, Happy Christmas everyone and, while we're about it, a very Good New Year to you all from everyone at 12, Princes Square - Upper deck, port side.

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Principal news we have to pass on, to those who do not keep their ears glued to the keyhole, is the placing of an order for a fourth new ship in Norway, the third from Marinens Hovedverft. The vessel will be a sister of the two already ordered from Horten, being 21,350 tons deadweight with 15 knots loaded speed. We expect to take possession during the second half of 1969 thus, by that date, the Lyle bulk-carrier fleet will number six ships much of the same size and speed, all crane fitted and the biggest group of its type under the U.K. flag. The total value of the order is close to six million pounds which is a lot of cash and a pretty good explanation of where the money goes.

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Haugesund Yard No. 30 at Haugesund is to be called "CAPE CLEAR" and should be launched, weather permitting, by Mrs. Jill Fulton, elder daughter of our Managing Director, on the 21st January, 1967. The "trials" of the launching party, which is being kept to a minimum, no doubt will be related in our next issue. From what we have seen already the newest addition to the fleet will be a fine ship and, as far as possible, we have left the finishing of the accommodation in Norwegian hands. As an experiment, in addition to the normal wireless aerials, the vessel will be fitted with four whip aerials to cover all transmission and reception work. If successful they will, in time, replace the conventional aerials in the remainder of the fleet and thus eliminate a further source of maintenance work on board. It has been decided to fit the cranes at holds 2, 4 and 6 with electric hydraulic grabs of a new Westwood type. This will give the ship a greatly increased self-loading and discharging capacity. The remaining holds will be served by modified "dumping" grabs, as a complete outfit of power grabs would give the vessel a working capacity far in excess of the ability of most shore facilities to supply or receive.

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In the Horten buildings it has been decided to replace the pole type mast on the bridge structure with an aluminium tripod mast of new design. In the first ship it will be left unpainted to investigate whether work can be reduced in this area.

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The cover features "CAPE NELSON" as she is, the cranes being part of the scenery and not some futuristic conversion plan.

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The History of Lyle Shipping is now out of the printers' hands and distribution has started. The delay has been caused by last minute alterations to bring it up to date, added to which British Railways succeeded in "losing" the first 500 copies in direct transit from Preston to Glasgow. Nationalised transport!!!

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Major reorganisation changes become effective in the office as from 1st January, 1967, and full details are given to Company staff elsewhere. This is part of a long-term policy to improve operational efficiency which has already proved its worth and which will allow future planning to be made on a more predictable basis.

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Thought for 1967

Just to keep a modern bulk carrier in being, costs £1 per minute for every twenty-four hours of her life. In addition, in port she

PERSONAL

Colonel P.C. Macfarlane: Has now returned home and we all hope that his health will continue to improve

Mr. R. Wallace: Senior staff member of long service as the Company's cashier since 1929 is due to retire at the end of January and we shall all miss him very much indeed. He has served the Company through many difficult times and has seen many changes. We hope that he will have a long and happy retirement which is perhaps the wrong word for someone with so many active interests. We look forward to many a visit from him in the future.

Mr. T. Rebanks: Our accountant since 1928 is also due to retire on the 16th February but will be remaining on the staff until the end of May in order to finish off the accounts for the financial year ending 28th February, 1967.

Mr. J.G. Marshall: Our new accountant will join the staff on the 1st January, 1967. This is the first time we have had a qualified Chartered Accountant on the staff and we have no doubt that Mr. Marshall will not be long in giving a "New Look" to his department. He was previously with the Anchor Line.

Captain D.M. Taylor: Has been transferred from the sea-going staff to the office and will form part of the Crew Department.

Mr. J.K. Thompson: Has also joined the office staff and has been allocated to the Management Department as an assistant to Mr. Begg.

Miss A. Bell: Is now convalescing from a serious operation which she underwent during September, 1966. We are glad to say she is making excellent progress and hopes to return to the fold early this year.

Mrs. P.A. Wallace: We very much regret to record the passing of Mrs. P.A. Wallace on the 27th October, 1966, and we know we speak for his many old friends when we say we all share with Captain Wallace in his severe loss.

INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: General B.I.S.C.(Ore) winter routes.

M.V. "CAPE HORN": Time Charter to British Phosphate Commissioners until July, 1967.

M.V. "CAPE RODNEY": Newcastle/Japan - Coal, then Nauru/Australia Phosphate and fixed Bunbury/Immingham - Ilmenite.

M.V. "CAPE RONA": Port Pirie to Portland (Ore) - Concentrates thence B.C./U.K. with Lumber

M.V. "CAPE ST. VINCENT": Time Charter to A/S Bulkhandling of Oslo until about July, 1967.

M.V. "CAPE DALEMOS": Bunbury/Immingham - Ilmenite, followed by Emden/New Orleans - Steel coils, then Phosphate Tampa/Australia.

M.V. "CAPE MARINA": Fremantle/Honolulu - Sand (for the beaches!!).

M.V. "CAPE CLEAR": Due deliver early May, 1967, thence Phosphate-Tampa/Australia to be worked to B.C. for Lumber to U.S.N.H. or U.K.

M.V. "CAPE HORTEN ONE": Due deliver June, 1968.

M.V. "CAPE HORTEN TWO": Due deliver March, 1969

M.V. "CAPE HORTEN THREE": Due deliver second half 1969.

Extract of Letter from Captain A.M. Fraser

Dear Editor,

MERCANTILE MARINE OFFICERS' FIRE-FIGHTING COURSE

The Fire-fighting Course, in its entirety, was one of much interest and, in my opinion, of very great value to ships' Officers of Deck, Engine and Catering Departments, stressing, as it does, the important point that a fire on board ship is everyone's business. The remarks made by the Fire Master, Mr. Rushbrook, in his introductory address at the commencement of the Course, were of such a nature as to forcefully impress upon all students the very grave menace to life and property a fire on board ship can be, and the collection of slides, with which he illustrated his address, could scarcely fail to drive home the importance of the course upon which the students were about to embark.

Throughout the Course the theoretical aspects of, and practical exercises in fire-fighting were adequately and interestingly dealt with by Mr. Cruikshanks and Mr. Graham, Officers on the Staff of South Eastern Fire Brigade, and from the outset, it was apparent that the Fire Master and his staff had gone to great length to prepare a comprehensive course, specifically adapted for the use of Ships' Officers in such a manner as to ensure its retention in the memories of the students.

A film, shown on the first day of the course, prepared by the United States Naval Authorities, was used to demonstrate the Chemistry of Fire and a second film, shown on the second day of the Course, prepared by The British Petroleum Company and entitled "Fire Below", was used to demonstrate how easily a careless act can cause a fire of such proportion as to cause the total loss of a ship with heavy loss of life, and to further demonstrate how the lack of examination and upkeep of fire-fighting equipment can cause such equipment to be of little use when fire breaks out. Both films were of considerable interest and value.

Although Sprinkler and Mulsispray systems are not, to my knowledge, fitted on vessels of our Fleet, lectures on these systems were extremely interesting, as was also the demonstration and lectures on the High Expansion Foam method of fire extinguishing, a comparatively recent development which, in my opinion, has a decided future in fire-fighting technique, both ashore and afloat. A demonstration of this method of fire-fighting was given by McDonald Road Training Centre on television quite recently, and several persons who saw the programme have since remarked to me upon their favourable impressions of the system. The entire unit is light, portable, economical, easy to operate and maintain, and it is capable of producing prodigious quantities of fire-smothering foam.

The great value of Breathing Apparatus in fire-fighting was clearly demonstrated during the Course, and the construction of the apparatus, its care, maintenance and replenishment were adequately covered by the instructors.

The greatest value of this fire-fighting Course, in my opinion, lies in the fact that it is carried out on board a model ship, thus, all fire-fighting aspects likely to be encountered at sea are closely simulated. Were it not for the fact that there is a model ship on which to carry out the six exercises in practical ship board fire-fighting, a great deal of the value of the course would certainly be lost, in spite of the efforts and skill of the instructors.

Before embarking upon fire-extinguishing exercises on board the "ship", all students were supplied with suitable protective clothing in the form of fireman's helmet, tunic, belt, gloves, over-trousers/

over-trousers and rubber boots; four exercises were carried out on the second day of the Course, and the first exercise, in which four-man teams entered the accommodation from the upper deck with the ship's hose reel to extinguish a fire in smoke-filled accommodation and rescue a person from a bunk in accommodation on the lower deck, without the use of breathing apparatus, clearly demonstrated the difficulty of such a task. The second exercise, which entailed the extinguishing of a fire in the Radio Room, which had caused a power failure, by use of CO2 extinguishers, was carried out in very realistic conditions by two-man teams equipped with breathing apparatus. This exercise, although by no means simple, was much less difficult than the previous exercise since breathing apparatus was worn. It was agreed by all that, at first, breathing apparatus was cumbersome and exhausting, however, as the exercises progressed, all became used to the equipment, were able to move much more freely with practice and, most important, were able to breathe in such a manner as to conserve their supplies of air. The third exercise, a fire in the galley, was carried out by two-man teams wearing breathing apparatus and carrying foam extinguishers. This exercise reminded me of a fire in the galley of one of our ships, some twenty years ago, in the port of Middlesbrough. I was then 2nd Officer and had I then known what I have now learned from the Fire-fighting Course, I think I would have felt much better able to deal with that fire. The fourth exercise was rather more complicated than those previously carried out; a fire had broken out in the Engineroom and a man had been trapped. The watertight door was closed from the Bridge, four-man teams with breathing apparatus entered by the vertical ladder to the shaft tunnel with a line with a line of hose from the ship's hydrant to fight the fire and carry out the rescue of the trapped man via the engineroom ladder. This exercise was carried out in the worst conditions of smoke and darkness, heat and humidity, and all students were much impressed by the simulated conditions. Two further exercises were carried out on the third and final day of the course. The fifth exercise was to extinguish a fire in the 'tween deck compartment; four-man breathing apparatus teams were required to run lines of hose from ship's deck hydrants to the hatch coamings, and when water was in readiness, to open up the hatches, enter the compartment by the vertical hold-ladder, search the smoke filled 'tween deck, locate the fire, extinguish it and search adjoining compartments for fire-spread. We who had never before experienced a fire of any consequence in a ship's hold, were more than a little surprised to discover how difficult it can be to locate a fire, let alone extinguish it in such circumstances of smoke, heat and humidity. The sixth and final exercise was to extinguish a fire in the lower hold. Because of the construction of the model ship it was possible to tackle this fire from the shaft tunnel door, after having entered the tunnel through the watertight door at the after end of the engineroom. The fire had broken out at the forward end of the hold and the heat of the fire had seriously affected the transverse bulkhead separating that compartment from the engineroom, thus endangering a settling tank placed against that bulkhead. A four-man team, wearing breathing apparatus was required to enter the engineroom with a first line of hose from the upper deck, cool off the settling tank and transverse bulkhead, leave one man of the team to continue with this operation while the other three members went up to the second deck, take a charged line of hose down to the watertight door, which was by this time closed from the bridge, open the watertight door, cool off the tunnel, enter the lower hold from the tunnel, locate the fire, extinguish it and search for fire-spread to adjoining compartments. Once/

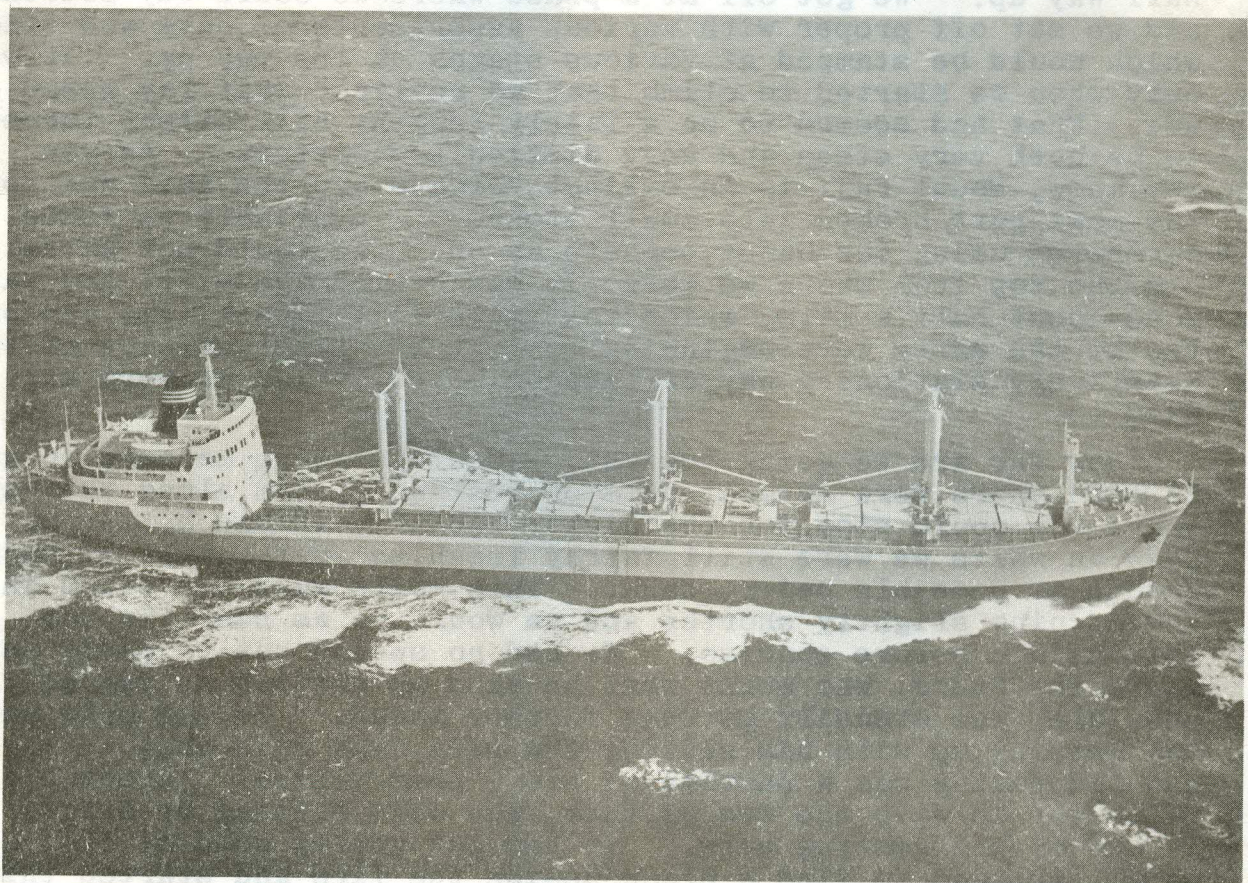
Once again, the smoke, heat and humidity, to say nothing of the complete darkness, made this a very difficult operation.

The last hours of the course were spent in a general discussion with the Fire Master and his staff of Officers on the aspects of fire-fighting at sea in general and how, if possible, to improve the course, and several worthwhile ideas were advanced. Probably the idea most widely accepted was that the course should occupy four days instead of three, for most students found that coverage of this course is very formidable.

Throughout the course we found the Fire Master, his staff of Fire Officers and all Firemen at McDonald Road Training Centre to be very friendly and most helpful. The meals served at the Fire Station were excellent, and the washing facilities of the very best. I might add that the Scotia Hotel, at which the students were accommodated for three days of the course, was very comfortable indeed.

In the evenings, upon our return to the Scotia Hotel, much time was spent in eager discussion of the day's lectures and exercises, and when it is realised that the twelve students attending the course were drawn from different companies, from different departments and held different ranks, this speaks very highly indeed of the success of the course.

In conclusion, I would state that the Mercantile Marine Officers Fire Fighting Course is of very great value to Officers of all three Departments of a ship, and the more Officers able to avail themselves of it, the less likelihood there will be of fires at sea, and the better able will Officers be to tackle such fires as do occur.



M.V. "VALHALL", a sister vessel to our M.V. "CAPE CLEAR", except the latter will be fitted with six 8-ton cranes in lieu of the conventional derricks.

CONQUEST OF MOUNT FUJI.

During our rather lengthy stay in Japan for engine room repairs, the three of us made very good friends with the three cadets on the "NAESS CLANSMAN" which was in the same predicament as our ship, the "CAPE WRATH".

One evening two of them came aboard beaming with the news that eight of their personnel were to go on an expedition to Mount Fuji the following day, and would we like to go along. Humbly we approached the Captain who, to our great delight, very kindly and promptly gave us the required permission.

Arriving at the mission the following day (in Yokohama) half an hour late, we were confronted by a disturbing sight - the Padre was dressed as if he were actually going to climb the mountain. Thereupon all eleven of us took off our jackets and ties and made for the station.

We then started our four hour journey by train with numerous changes, passing through the heart of Japanese countryside, most of which was made up of 'paddy-fields'. When we arrived at Yamanaka at the foot of the mountain we looked all around, but our Fuji was nowhere to be seen. 'Oh, it'll be behind the mist', said the Padre cheerfully!

With an hour or so to spare before our bus left, we all wandered around the village. Inevitably, some found a little bar in the back of beyond, whilst others who thought they were going to get a speed-boat ride on Lake Yamanaka, ended up in the smallest rowing boat in Japan.

We all met up again and started our ascent - the bus took us half way up. We got off at a place where we could buy souvenirs and we set off proper with various assortments of hats and sticks which would be stamped at various stages on the way up. It was only when we started to climb that we realised what lay ahead of us. What had seemed to be a fairly lengthy hill climb, turned out to be both very steep and very difficult underfoot. As you may know, Mount Fuji is an extinct volcano and the lava was, for the most part, broken into small stones. Invariably we found ourselves using our hands to help us on. We could not actually see the top from where we were (it was behind the mist) and having gone about half a mile, which felt more like five miles, one or two of the party were beginning to feel the first effects of the relatively stationery way of life on board, which we were all used to.

'How far are we going tonight, Padre?' someone managed to gasp. He said there were several huts or resting places along the way where one could stop for the night, and that it was better to push on while we were still fairly fresh so as to cover as much ground as possible before dark. This would make our climb in the morning slightly shorter and we would be as near the top as possible before sunrise. We had no option but to carry on since the Padre, who meant what he said by getting as far as possible, was steadily getting further ahead. He had only one man keeping up with him setting the pace, who said that mountaineering was a pastime of his - poor fellow. Eventually we caught up with the two of them, who were sitting by a fire in one of the resting huts. It had got pretty cold by then and we all managed to find a place beside the fire and started thinking about some food. We were given a cup of green tea by the students who kept the hut, and this was met with mixed approval. Someone then searched the shelves of the larder and found tins of salmon and mandarin oranges, which we mixed up with our rice and poached eggs. Nothing could have surprised us that night in the mood we were in and when we heard the familiar voice of Kenneth MacKellar coming forth from the radio we carried on eating our strange meal with, of course, chopsticks as if this

happened every day.

The Padre agreed with himself that we should all get up the next day (!) at 0400. There was no way out of this and so we made for bed. After a great spate of comments about our beds we managed to settle down and get a bit of sleep. We slept on traditional Japanese beds which seemed to us to be no more than sleeping on carpets. We had only one blanket each and most of us put our jackets and sweaters on top of it because it was very cold at this altitude of approximately 10,000 feet. True once more to his word, the Padre woke us at 0400 and we got up with the sound of hundreds of little bells outside, which were jingling on the souvenir sticks carried by other numerous early risers who had sett off earlier either from the bottom or from different resting huts. We joined the procession without any breakfast, having decided to have it at the top.

We had only just reached the top (12,383 feet), when the sun arose. Japan is renowned for being the Land of the Rising Sun and we were not disappointed that morning. The peaks, which were like miniatures rising beside Mount Fuji, were almost invisible through the clouds and this rather grey and dismal view was turned into one of the most magnificent and colourful scenes we have ever seen. The clouds shone and the snow glistened; it seemed as if our objective in climbing had been to experience this beautiful sunrise and not just to get to the summit and conquer the mountain.

We then all wandered around to whichever part of the summit we wished - some went right round the crater and were faced by a terrific view of the Japanese Alps - whilst others contented themselves in looking at the massive and fascinating crater itself.

As the sun rose higher a slight mist began to fall and we decided to get back down to earth again (after, of course, our breakfast of mandarin oranges). At every hut where we stopped for a breather, the mist caught us up and we pushed on again. Going down we passed literally hundreds of eager Japanese who were still climbing and many of them stopped to wish us a "good morning" in extremely good English. It was a great deal easier on the way down and we passed the stages which had taken us quite a while to get up, in a matter of minutes. The snow seemed a long way back and we were soon on the dust track which led to the bus station.

The Padre, who was still full of zest, brought us back to Yokohama by a different route, which made no real difference to us, since we were all quite happy just to doze off after our unaccustomed exertion.

Nicholas P. Brewer

A.M. Nicholson

J.S. Johnstone.

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HAUGESUND.

Haugesund is a small town approximately 60 kilometres north of Stavanger on the West coast of Norway. The town, situated on the coast line, is set in a very picturesque background of high mountains and numerous small lochs. The Island of Karmøy which lies slightly south of Haugesund is connected to the mainland by a very high arched single-span bridge.

The population of Haugesund is in the region of 30,000 with surrounding areas bringing this figure to 50,000 and with Karmøy the figure reaches 100,000.

There are many islands surrounding this area mostly unpopulated. It is quite common for cargo ships from the north, also Russia, to pass by under the bridge to Karmøy which spans the "Sound".

Haugesund itself is a very clean and prosperous town mainly noted for shipowners who have over one million tons of shipping registered in Haugesund. The Shipyard "Mekaniske Verksted" where our vessel is building is on an island and is one of the largest concerns. Others comprise of hydraulic works, herring factories for the extensive fishing industry and a large new aluminium works is being constructed on Karmøy. The town is very much self-contained with very good shops but the visitor's first impression does not indicate this. All the furniture for new tonnage is made in Haugesund./



Haugesund: with shipyard top left and Karmøy in background.



Haugesund: shipyard is beyond left-hand span of bridge.

The main hotel is the "Saga" which, to the writer, is better than any hotel found in Glasgow. The Haugland Hotel is also very comfortable. There are two large restaurants whose cuisine is first class, one being the Festivataten which also has dancing most evenings, and is one of the social night spots. They do the catering for H.M.V. trials. On the M.V. "POLARLAND" trials "scouse" was the main course - very tasty too!

Unfortunately Haugesund is not very accessible by land; one usually flies to Stavanger and from there Haugesund is reached by ferry boat which takes just under three hours; in the winter it is fairly frequently a rough passage and in the summer the Hydrofoil operates, doing the trip in one hour. It then carries on to Bergen which takes approximately two hours. At present a helicopter service is in operation and takes only half an hour. This service is only for a few weeks, being the idea of some enterprising gentleman who took advantage of the fact that the helicopter (owned by an American oil company whose drilling rig is under repair at Stavanger) was lying idle for this period and chartered it during the rig's overhaul.

Our new vessel building had the keel laid at the end of September and two months later we have the after end and four holds constructed. The launch is to take place the third week in January. The people in the shipyard and the town itself are all very friendly, their sense of humour being very much akin to our own.

In the space available these few notes are mainly to provide a little insight of the town for the many who have not yet had the privilege of visiting Haugesund.

Herr Inspektor.

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A CHRISTMAS CAROL.

One of the greatest mysteries since the Marie Celeste is that of the "missing deadweight", a perplexing phenomenon, which confronts us from time to time. Exhaustive investigations fail to reveal the cause - weighbridge weights are never wrong, drafts, constants, bunkers, are all carefully checked but the shortage in the outturn remains unexplained. Only once during the last few years have we come in sight of a solution. It happened in the port of Bari, Italy, where a cargo of Buck Oats from Portland, Victoria, was discharged. The methods used were less sophisticated than nowadays and consisted of small suckers to extract the Oats, which were then landed into Hoppers erected on platforms. From outlets in the Hoppers, the Oats were poured straight into bags and loaded on to horse-drawn vehicles. When the first of these arrived it was observed that the horses were in an emaciated condition and even when four of them were yoked to the lorry, it required every ounce of their strength, such as it was, to move the vehicle. As the discharge progressed however, the Master and the Mate noticed a marked improvement in the physique of the horses and by the time of completion they were as sturdy as Clydesdales and charging along the quay. Strangely enough, the outturn was poor and no one ever discovered where the missing Oats had gone but, as the vessel steamed out of the harbour, the distinct and unmistakeable sound of horses laughter came wafting over the waves.

Ananias Argonaut.

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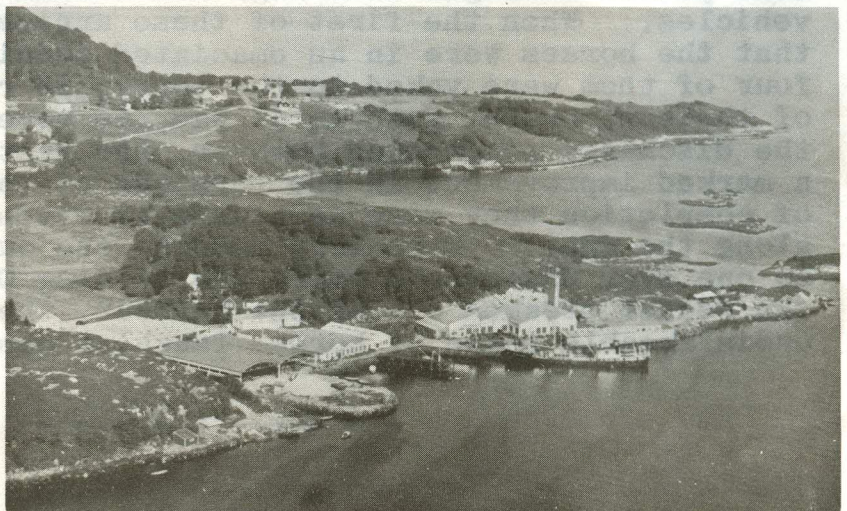


Social Occasion on board
M.V. "CAPE RODNEY".



Mr. & Mrs. Dempster after their marriage on 20th September, 1966.

Brattvaag, Norway -
Portrait of a
Crane Factory.



THE EASY LIFE (?)

The Annual Dinner of the "Institute of Maritime Motive Power Technicians" had been a session of chewing small portions of inedible solids and filling the void spaces with liquid nourishment. In traditional manner the Chairman had delivered his homily, extolling the worthy aims of the Institute and making extravagant claims of its impact in the Maritime World. To the audience, now reduced to a quiescent state, the lecturer for the evening was introduced. Noting the bored expressions worn by the Members, the Chairman added a rider, with quiet emphasis, requesting undivided attention to be given to the paper by the learned visitor.

Mr. Allick Tron, I.C.S. then read his paper on "Automotive Control of Marine Installations", copies of which no doubt were still unopened envelopes in their homes. As is customary at these meetings, arrangements had been made for certain distinguished Members to ask specifically worded questions or make such laudatory comments as afforded the lecturer ease of replying in a manner which simulated spontaneity.

After the Chairman had expressed appreciation on behalf of the assembled Members and Mr. Tron bowed his head in affected humble acknowledgement of the expected homage, a change came over the Members. Scratching of matches by the pipe smokers, the snick of cigarette smokers' Ronson lighters and a swelling hum of sound from the not-so-long ago inarticulate Members, filled the air as they gave voice to the pent thoughts invoked by the paper.

This was the stuff we wanted, the uninhibited comments of the men to whom would fall eventually the task of making a dream a reality. We (call us Candid Listeners Ltd.) possess one of the latest bugging instruments which, if directed and focussed on a person, enables us to hear any comment he may make, and being in such a position to exploit this to the full, we listened in and the following are some of the remarks bandied.

"I liked his idea of multiply small high speed Diesel units feeding power to the main propulsion driver - this allows flexibility of supply and light weight control mechanisms."

"The case for turbines interested me. It is equally easy of control and being the simplest and nearest to perfect form of motion, it seemed to me to be the thing to go for."

"Well, both have weaknesses - Diesels mean high costs of repair renewals with low fuel costs - Turbines low repair costs with higher fuel bill plus the complicated plant necessary to control the boiler economically with safety, and in the end it is the economics that will decide which wins."

"With so much electrical plant required and delivery dates as they are nowadays, the Electrical Industry will require to do some automation in their own workshops."

This group began to get too technical for us so we turned our attentions elsewhere.

More Quotes:

"And he says you just press down a switch and go off to bed for the night and if anything goes wrong a bell rings in your bedroom - heavens, I would be up all night waiting for it to ring." "In old days, if a bell rang every time anything went wrong in the Engineroom, its the 'Blue Bells of Scotland' with variations would have wakened us up, but make no mistake, it wont be until the bugs are eradicated from these new fangled ideas that we will get much chance to sleep peacefully."

"D'ye think the old man is going to allow me to lie luxuriating if he is called to the bridge in the middle of the night?"

"This sort of thing will mean the end of the legendary figure with the dripping oil can and the sweat-rag ends gripped in his teeth. It will be replaced with an academic drawl draped in an immaculate uniform."

"If you ask me, it is just like those new detergent soap powders, they beat the bar soap and the hard work, but you can only use them under conditions."

Over to another group of serious looking members and hear what they have to say.

"Well, it is evident we have something on our plate now that requires much thought - this will mean more intensive study in wider fields if we hope to meet the stiffening of exams."

"As far as I can see, anyone taking up this life will go for the graduate student type of education and so have a practical background to an advanced technical training."

"When you listen to the extent electrical equipment is being employed, with varied and complex application, the situation is created demanding certificated qualified Electricians."

"In the meantime it means reading all we can about these new ideas, and should we get to close quarters with some of them before we know much about them, then learn the hard way. It would be a great idea if the Owners sent us to some of the principal manufacturers for courses on the plant and so make us familiar with the innards of some of them."

"Automation on board a ship will be just the same as shoreside, operative numbers will be reduced, with a higher demand for the specialist. This may incite a keener interest in the Industry being inoculated with "Automation", and again, as the point had not been mentioned in the paper, we make no further comment.

One last quote:

"The last time I was in port the Super "tore off a strip" with me because my abstracts were not up to date. Now all I have to do is "Tear off a strip" from the Automatic Logger and send it off to him.

Postscript: Can any reader tell us what the word "Awtayell" means? It was used frequently during the evening.

Ian Dubh.

STRIKE!

If one were to visit the office on Monday afternoons, one would see certain members of the staff behaving most oddly, e.g., swinging their arms, doing various exercises, swinging from the lights, etc. Explanation is that these "athletics" are merely limbering up prior to playing at Hampden in the evening.

Before you all become really convinced that there are lunatics roaming about the office, it should be explained that the Shipowners' Recreation Club have formed a ten-pin bowling league and we have entered a team under the name of Lyle Argonauts. The Hampden referred to previously is the Hampden Bowl, and not the wee place where football is played (except when Scotland are taking part, many may say).

We certainly had a few laughs when we first started as most of the players were novices. Most of you will be familiar with the main points of the game, viz., keeping the bowl on the alley and knocking the pins down. There is no rule about knocking all the pins down at the one time, however at first it looked as if our team thought there was!!!

There is a gutter at each side of the alley and of course you score nil if the bowl goes down there - that brings back unhappy memories. We were originally known at the "Gutternauts", however, happily that is all in the past.

One of our typists actually managed to get her fingers wedged in the bowl, went sliding down the alley and knocked over all the pins/

is not allowed! Others tended to send the bowl down bumping most of the way, "a la Dambusters", which of course is rather frowned upon by the management.

However, after all these trials and tribulations we have emerged fairly triumphantly and are now second top of the league. There are seven teams in the league, including sides from City Line, Blue Funnel Line and the Clan Line.

We naturally aim to finish up in first place so it looks as if we shall have to keep on with the limbering up exercises!

SEA BURIALS.

Whilst funerals on land are seldom occasions for festivities, except perhaps in the old days in certain parts of the West Highlands and in Ireland, a funeral at sea, from the small isolated community of a ship's crew, probably casts more gloom and sadness than its counterpart ashore. Fortunately most of us may spend a lifetime at sea without witnessing the body or ashes of a shipmate being committed to the deep. Recently the writer was asked by Lyle Shipping Company to take to sea and scatter on the waters the ashes of Captain John McIntyre, O.B.E., who died at Glasgow on 14th June. His widow had asked that the waters on which he had spent the greater part of his life be his last resting place.

Captain McIntyre joined the S.S. "COMORIN" at Rotterdam at the end of September, 1929, in the rank of Chief Officer. The writer was at that time just leaving that ship to go for further study but had a few days with John McIntyre prior to departure. Over the next thirty-seven years we met at irregular intervals and formed a friendship which lasted up to the time of his death, but we never had the pleasure of sailing together. Captain McIntyre had learned his business in the hard school of sailing ships before moving into steam and most of his time in the latter was still a hard life with few of the amenities we know today. Nevertheless, he gave of his best and enjoyed about twelve years well earned retirement with his Glasgow cronies of the "CAPE HORNERS" and the Honourable Company of Master Mariners.

His ashes were committed to the sea from the "CAPE HOWE" on 28th July, in a position 165 miles ENE of Madeira Island. A short service was held on the forward deck and, at the appropriate moment, the ashes were scattered by Cadet Agnew. An attempt was made to keep the service in the Scottish tradition by including the 23rd Psalm. Unfortunately, no one was available to say a few words in Captain McIntyre's boyhood tongue, Gaelic. The following words of Alfred Tennyson were read as a last farewell to a respected Shipmaster and good friend of those who had the good fortune to know him:-

Sunset and evening star,
And one clear call for me,
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as, moving, seams asleep,
To full for sound or foam,
When that which drew from out the boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark,
And may there be no sadness of farewell,
When I embark,
For though from out our borne of time and place,
The flood may bear me far,
I hope to meet my Pilot face to face,
When I have crost the bar.

In writing of the foregoing burial other deaths and burials at sea come to mind. My first experience of death at sea was in 1926 when, as a young Cadet on a passenger ship bound for Rangoon, on being called at Midnight for the 12-4 watch, I was told that the first job was to go with the carpenter and make a coffin for a passenger who had died. This passenger was a West Indian negro of a very fine type, who was a partner in the stevedoring company of Rushall and Co. Rangoon. For health reasons he had been given a sea voyage by Messrs. P. Henderson and Company and, again because of his health, he slept in a tent on the boat deck behind the bridge. The Chief Officer had called to have a few words with him before retiring for the night and had found him dead. Making this coffin in the dead of night and then helping to put the corpse in it was a weird and spooky experience for a young lad. Permission was received from the authorities in Rangoon to carry the body to the port, provided the coffin was made airtight, so that the next day was again spent sewing the home-made coffin up in canvas and painting it black for burial on arrival two days later.

A year or so later two burials at sea took place at the same time on the same ship. This was when she carried a full load of Muslem pilgrims returning from the Mecca pilgrimage to their homes in Rangoon. These services were carried out by the Muslem priests on board and were very colourful with all the pilgrims assembled in their white robes, etc. The European crew on board had little to do with the preparations apart from stopping the ship for a few moments, supplying the canvas, etc.

In the Spring of 1929 death and burial at sea was brought home again more forcibly when one, well-known and respected in the Company, in the person of Captain P.W. Wallace (Father of the present Captain P.A. Wallace) died off the northeast coast of Brazil whilst in command of the "CAPE COMORIN", on which the writer was serving as 2nd Officer. At this time the ship had only two Mates, the 1st Mate having been called home from New York and the 2nd Mate and myself having stepped up to 1st and 2nd Mates respectively. Captain Wallace had been ailing for about a week and finally died when within half a mile of the Booth liner "STEPHEN" as she was lowering a boat into the water to send her Doctor to his aid. This Doctor was aboard within half an hour and helped greatly in giving a death certificate, which we were able to produce to the Argentine Authorities on arrival River Plate. Without this certificate many complications could have arisen with the authorities. Captain Wallace was buried at sea in the vicinity of the Rocas but a very great gloom prevailed on board for many weeks. Apart from helping in the preparation of the body for burial at sea, I had little to do with this service, etc., as the Chief Officer was in charge whilst I kept the bridge watches.

From 1929 until the war years, good fortune prevailed and deaths at sea were avoided. In February, 1941, seven Officers and/or crew were killed or died of wounds in an air attack on my first command, the "EMPIRE STEELHEAD" off the Northeast of Scotland. Most of these men are buried at Invergordon, which port vessel entered for repairs. In addition to the ship's complement their funeral was attended by the present Managing Director, Mr. Nicholson.

In recent years rather a sad death and burial was that of a young O.S. on the "CAPE HORN". He was knocked down by a car whilst going along the street in Newcastle, N.S.W. and died almost instantly. After a cremation service at Newcastle his ashes were scattered on the sea on passage to Japan. Only the previous run to Japan a similar service took place with the ashes of a fireman ex "CAPE GRAFTON", who had also been accidentally killed at Newcastle.

Considering the many hazards to which seafarers are exposed in their everyday life, death at sea is the exception rather than the rule and one is much more prone to meet a tragic end on the

M.V. "CAPE FRANKLIN"

T.C.D. Hogg	Master
D.S. Gordon	1st Mate
A. Williamson	2nd Mate
G. Rae	3rd Mate
D. Gudgeon	Radio Officer
D. Rankin	Cadet
F.M. Mitchell	Cadet
W. Jack	Ch. Engineer
B. Sharp	2nd Engineer
A.R. Jack	3rd Engineer
I. Campbell	4th Engineer
R. McLean	Jun. Engineer
M. Wilkes	Jun. Engineer
A.B. Stewart	Jun. Engineer
B.W. Horsley	Electrician
N. Carpenter	Ch. Steward
A. Randell	2nd Steward
J.C. Woodcock	Cook
J. Cathcart	2nd Cook & Bkr.
P. McPhee	Bosun
F. Dixon	Carpenter

M.V. "CAPE HORN"

T.P. Edge	Master
C. McLean	1st Mate
J. McKay	2nd Mate
C.S. McDonald	3rd Mate (acting)
W. McLeod	Radio Officer
J. Black	Ch. Engineer
J. Slade	2nd Engineer
I. Milne	3rd Engineer
I. Leggate	4th Engineer
J. Jenkins	Electrician
R. Randle	Ch. Steward

M.V. "CAPE HOWE"

A. MacLeod	Master
G. Anderson	1st Mate
P. Richardson	2nd Mate
K.P. Parkin	3rd Mate
R. Faulds	Radio Officer
C. Gove	Cadet
W. Stackpoole	Cadet
B. Smith	Ch. Engineer
D. Smart	2nd Engineer
D. Dempster	3rd Engineer
K. Malhotra	3rd Engineer(ex.)
A. Beaton	4th Engineer
D.J. McLeod	Jun. Engineer
W. Grieve	Jun. Engineer
R. Shields	Ch. Steward
R. Ilderton	2nd Steward
B. Thomas	Cook
H. Dow	Bosun
A. Tregidgo	Carpenter
G. Law	2nd Engineer(ex)

M.V. "CAPE NELSON"

C.G. Mallett	Master
M. Dalby	1st Mate
G. Wilson	2nd Mate
N. Hill	3rd Mate
D. Crawford	Radio Officer
G. Watterson	Cadet
J. Johnstone	Cadet
D. McLeod	Ch. Engineer
R. Taylor	2nd Engineer
D. Ingram	3rd Engineer
A. Dias	4th Engineer
H. Connel	Jun. Engineer
L. Haines	Jun. Engineer
B. Ward	Jun. Engineer
R. Knight	Electrician
R. Sherriff	Ch. Steward
G. Daddy	2nd Steward
C. Perkins	Cook
R. Millward	2nd Cook
J. McFarlane	Bosun
D. McKay	Carpenter

M.V. "CAPE RODNEY"

D. Sinclair	Master
S. Readman	1st Mate
H.S. Taylor	2nd Mate
A.M. Hill	3rd Mate
B. Breslin	Radio Officer
J.W. Daniels	Cadet
W.H. Reay	Cadet
W. Anderson	Ch. Engineer
D. Campbell	2nd Engineer
J. Blackwood	3rd Engineer
J. Stevenson	4th Engineer
K. Blight	4th Engineer
R. McIntosh	Electrician
H. McKinlay	Ch. Steward

M.V. "CAPE ST. VINCENT"

A.B. Sutherland	Master
H. Weddell	1st Mate
B. Lawson	2nd Mate
W. Andersen	3rd Mate
P. Dyson	Cadet
R.S. Reid	Cadet
M. Brewer	Cadet
W.H. Rennie	Radio Officer
H. Ingle	Ch. Engineer
G. Mains	2nd Engineer
A. Harbinson	3rd Engineer
J.D. Carmichael	4th Engineer
R. Campbell	Jun. Engineer
L.O. Peters	Jun. Engineer
N. McKellar	Jun. Engineer
J. Wightman	Electrician
R.P. Fegan	2nd Electrician
H. Scollay	Ch. Steward
C. Smith	2nd Steward
A. McGill	Cook
M. Hussein	E.R.S.

PRESENTLY ON LEAVE

A.M. Fraser	Master
A.C. Hunter	Master
P. Smith	Master
J. Hetherington	1st Mate
J. Roberts	1st Mate
P. Cooney	2nd Mate
J.G. Jack	2nd Mate
J. King	2nd Mate
J. Purdon	3rd Mate
L. Cameron	Radio Officer
H. Chambers	Radio Officer
J. Chamberlain	Radio Officer
M.D. Pickup	Cadet
T.S. Skeffington	Cadet
P.T. Smart	Cadet
A.D. Selway	Cadet
J. Allan	Ch. Engineer
W.B. Moore	Ch. Engineer
I. Russell	2nd Engineer
I. Kelly	3rd Engineer
W. Kinnear	3rd Engineer
T. Pate	Electrician
J. Robertson	Electrician

L. Leiper	Electrician
J. Clancy	Ch. Steward
P. Coles	Ch. Steward
E. Hutter	Ch. Steward
J.P. Smith	Ch. Steward
K. O'Brien	2nd Steward
L. Davis	Cook
P.D. Sharman	Bosun

STUDYING FOR TICKETS

L. Hocking	Master
N. Battersby	2nd Mate
C.U. Pearson	2nd Mate
G. Harrison	Part B. 1st Class Motor
N. Nicholson	Part A. 1st Class Motor

We are pleased to congratulate the following in attaining certificates - I. Russell - Part A. 1st Class Motor, W. Kinnear - 2nd Class Motor.

Congratulations are also due to Captain and Mrs. D. Sinclair on the birth of a daughter on 8th December.

Another item of news which we are pleased to pass on, is that Mr. G. Mains has now returned to service on the "CAPE ST. VINCENT".

Mr. G.B. Kewley is at present on loan as Chief Officer on the "FINNIMORE MEADOW", an ore carrier under Charter to Messrs. Hunting and Sons, and is on his way to South Africa to load for Norway.

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A letter of thanks has been received from the Mayor of Merthyr Tydfil with an official receipt for a donation to the Aberfan Disaster Fund of £12, sent from the ratings bar funds of M.V. "CAPE HOWE".

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Company ties and headsquares are now available at a price of 15/- and 15/6 respectively. Both these items of adornment are proving most popular and have been the subject of favourable comment all round.

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COMPANY CORNER

The new name of "CAPE WRATH" is "STEPHANIE" and she has been bought by the same Company who purchased "CAPE SABLE". The two vessels therefore remain together.

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Those who pay due attention to such matters, will have noted that the interim figures for the Company trading half year were quite encouraging, despite the disastrous loss of earnings arising out of the strike this year. The level of earnings was roughly the same as for the previous year but, unfortunately, one must qualify any satisfaction in them by adding that they are mainly due to business secured before the current difficult market conditions. Next year could well be a different story with no improvement on the horizon and the results will depend very much on the efforts of individuals and when we say this, we mean all those who regard Lyle as their Company and mean to keep it that way.

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For those interested, the following shows the re-organisation of Office Staff as from the beginning of the year 1967:+

Mr. W. Nicholson	Managing Director	
Mr. T.S. Shearer (CE)	Executive Director co-ordinating Chartering and Employment.	
Mr. H.A. Walkinshaw (M)	Executive Director co-ordinating Management (including personnel and technical).	
<u>Personnel (M)</u>	<u>Management (M)</u>	<u>Technical (M)</u>
Captain R.D. Love (Marine Superintendent)	Mr. J. Begg (Manager)	Mr. F.J. MacKerron (Ch. Supt. Eng.)
Mr. R. Morrison	Mr. J.K. Thompson	Mr. A. McKenzie
Captain P.A. Wallace	Mr. W. McMillan	Mr. J.A. Lazaras
Captain D.M. Taylor	Mr. D. Border	
Mrs. R. Gilchrist (Allotments)	(Catering Supt.)	
<u>Accountancy (M)</u>	<u>Stores (M)</u>	<u>Chartering & Operations (CE)</u>
Mr. J.G. Marshall, C.A.	Mr. A.C. McIntosh	Mr. A. Jeff
Mr. G. Nicoll (Book-keeper)	Mr. D. Scott	Mr. J. Fulton (Bunkering)
Mr. W. Bain (Cashier)		
Miss J. Davie		
Miss J. Taylor		
<u>Typists</u>	<u>General Office Staff</u>	
Miss A.W. Bell (Private Secretary)	Mr. A. Doig	
Miss A. Bowie (Senior Typist)	Miss A. Gilbey (Telephone Operator)	
Mrs. L. Dowds	John Brennan (Office Junior)	
Miss A. Sanderson		
Miss J. Brown		

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CONTRACTS & FREIGHTS

Apart from new employment shown under individual vessels section no further contracts have been secured. Certain negotiations are in progress but the background freight market is bleak with no visible improvement which does not strengthen owners hand in his endeavours for future business. We are introducing innovations into Chartering procedure which we can but hope will bear fruit. Freight rates now obtainable are nearly equivalent of those operating in 1960 - a slump year.