



LYLE NEWSLETTER

7/65 - SEPTEMBER



EDITORIAL

We open by welcoming the "CAPE RONA" (ex Ronacastle) as a temporary but handsome member of our fleet. A fine photograph, kindly donated by her Master, graces the front page which will help you recognise her should you ever be in company in the future. "CAPE RONA" now wears the Lyle colours and we know that Captain Nilsen and his Officers can expect a warm reception on board any Cape ships that they meet in their travels. We hope to have a contribution to these pages from Captain Nilsen at a later date, but meanwhile wish him and his crew a happy association with Lyles.

Writing this in the midst of a period of unfortunately typically Scottish summer weather reminds us of others who have suffered elsewhere from depressing weather, namely, off Nauru, where "CAPE SABLE", "CAPE HORN" and "CAPE WRATH" have all drifted for periods due to the extraordinary phenomena of bad weather, abnormal for June, July and August. A soulless business for the ships' companies who have our sympathy. Needless to add, the financial results of such delays are not something to dwell upon.

The summer edition of the Newsletter published by our good friends The Adelaide Steamship Company, Limited, contained a friendly reference to this Newsletter which we are only too pleased to reciprocate as we have long admired the amount of information crammed into such a small space and from such varied sources. As they comment, the styles and perhaps the approaches are different, but we hope ours will become as well established as theirs is so obviously. Ours is essentially a communal effort and owes its existence to much anonymous work donated cheerfully by a number of our staff. Amongst other news given, they reported that their General Manager, Mr. J. G. Felgate, accompanied by Mrs. Felgate, slipped away nonchalantly and unobtrusively on 3rd June on an overseas trip. Hardly had we finished reading this than they both slipped in, equally nonchalantly and unobtrusively, through our front door in Glasgow. Two most welcome visitors who were a delight to entertain for their all too short visit to the far north. They were rewarded by coinciding their visit with Scotland's "summer", three whole days long this year! Needless to say, they took full advantage of this and, during "non-duty" hours, saw something of Loch Lomond, Gleneagles and Edinburgh, departing with a rose-tinted impression of the Scottish climate. We wish them well for the remainder of their extensive travels in Scandinavia and Europe and record our pleasure in having the opportunity of meeting them.

By the time you read this, the "CAPE YORK" will be nearing the end of her final voyage as a Cape. After discharge of her sugar cargo, she will be drydocked and handed over to the Phoenix Shipping Company on behalf of clients to be named, but will continue to fly the red ensign, being registered in Bermuda. Built in 1955, the "CAPE YORK" is by normal standards not an old ship but is rather the victim of rising costs which make it impracticable to see much profitable employment under conditions that lie ahead. Whilst this will reduce the numerical strength of the fleet, we hope that the drop is only of a temporary nature and all staff contract personnel can rest assured that their employment with this Company is in no way impaired.

At/

At the Annual General Meeting of the Company, the following resolution proposed by the Chairman was passed by the Meeting:-

"The Shareholders, on my motion, expressed to all the Staff, both ashore and afloat, their appreciation of the loyal service and devotion to duty which have contributed so much to the better results of the Company for the year ended in February last, and I was instructed to see that this was brought to the attention of the Masters and the Company's Staff, both ashore and afloat. May I, at the same time, add my own good wishes and thanks."

CONTRACTS AND FREIGHTS

The freight market has been firm with good features which, considering the time of year, has been encouraging, if slightly mystifying, though major purchases of Russian origin provide a part answer. No contracts have been concluded since last we wrote, but as will be seen, ships are fixed reasonably far ahead.

INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: Very mixed trading with less emphasis on transatlantic voyages than usual for this particular period.

"CAPE HORN": On B. P. C. time charter until June, 1966.

"CAPE RODNEY": Queensland/States, sugar, thence Tampa/Australasia, phosphate, after which to be fixed homewards to commence a 9/12 month time charter to A.S. Bulkhandling of Oslo in January 1966.

"CAPE SABLE": West Australia/U.K., thence Tampa/Australasia, phosphate, followed by Nauru phosphate trading.

"CAPE WRATH": Movements dependent on Nauru loading position but due Durban late November to undergo special survey thereafter unfixed.

"CAPE YORK": After completion sugar discharge delivers to new owners.

"CAPE RONA": Adelaide/Japan, pyritic cinders thence 6/9 months time charter to Seaboard Shipping.

New building delivery Clyde early May, 1966.

PERSONAL

MR. MCKENZIE visited Durban during August and returns there to supervise the "CAPE WRATH" survey in Durban.

Have you heard.....

The total effective strength of the Merchant Navy at 30th June was 122,184 according to the General Register and Record Office of Shipping and Seamen, Llandaff. In the month of June there was a gain in personnel of 427 and a loss of 220 - nett gain 207

LETTERS

We are very pleased to reproduce a most interesting letter from Captain Jones in which he describes a recent voyage to Russia.

Captain C. A. Jones,
M. V. "CAPE FRANKLIN",
4th August, 1965.

This vessel recently made a voyage to Murmansk to load ore for Glasgow, and as this is, I think, the first time one of the vessels of our fleet has been to this port, I feel that there might be a few items of interest for your readers.

We sailed from Barry Dock and had very good weather, fine all the way with the exception of about 24 hours off the North Cape when it blew hard from the N. and NE. Visibility over the land was poor from making the Lofoten Is. and little was seen of the land for most of the way. When it was clear, the lighthouses were difficult to pick up and as they are not lit at this time of the year, there is not the chance of seeing and identifying one so that Radar is more than ordinarily useful. We experienced a strong set toward the land all the way, but this turned out to be due to large error of the gyro-compass (when it was at last possible to obtain an error) when it was found that the error was from $6\frac{1}{2}$ to 9 degrees. I had expected some variation in the compass error due to the high latitude, but certainly not to this extent and this was later found to be due to a small nut having come adrift and falling into the mercury reservoir. However, it caused some anxiety all the trip.

On approaching Murmansk, there was much evidence of Navy, it being the main northern base for such craft, but no apparent notice was taken of us and we were not signalled by any of them. Pilot came on board and brought with him all the necessary documents for entering. Crew Lists, on special forms, had to be completed and individually signed by all crew members, but the other documentation is all taken care of by one form, each authority tearing off the portion applicable to them, a very sensible way of doing things in my opinion. There was no difficulty at all with any of the authorities, and all were friendly and seemed out to please. No stores lists, or crew purchases lists were required, and no check was made of bond, nor was it sealed up. No restrictions on taking anything ashore, but heavy penalties promised if any was sold. A list of cash in the possession of each crew member was required, but this seemed to serve no purpose as there was no restriction on taking currency ashore, the only restriction being on where one could exchange it and there was only one place, and that the Interclub.

Passes were needed to proceed on shore, even just to read the draft, and at all times the guards were strict in this respect. Shore leave is restricted to between 9 a.m. and midnight, except for the Master and he can go and come as and when he pleases.

The only place to go, other than walk about or visit the theatre or restaurants, was the club, and a bus came each evening to take anyone who wanted to go, and returned us between eleven and midnight. On the first occasion it took us round the town to show us what places of interest there were, the young woman who runs the club, and who speaks good English, explaining and pointing out to us as we drove along. This young woman is nice, seems very interested in her job, and nothing is too much trouble to her to entertain the visitors to the club; on one evening she took quite a bunch of us to the theatre (free and in the best seats), and one afternoon to the museum. She had what seemed to be a standard propaganda patter, but none of this was objectionable and seemed to be mostly/

LETTERS (Contd.)

mostly showing pride in their achievements, and on one occasion I remarked to her as we got into the bus, "No propaganda, please, we are out to enjoy ourselves", at which she laughed and forebore to spill the patter! There are four other girls at the club, each girl specialising in one language other than her own, and there were a number of other girls who came in and either talked or played games with anyone who wanted to do so - darts and table tennis - or just sit in the bar and talk, eat drink or what one wished. Drink was plentiful, and reasonably priced, champagne and caviar being plentiful if that was what one wished. Lots of Russian wines, Vodka of course, but beer seemed to be the main drink.

From my own observation, money seemed to be not wanting amongst the Russians, and they seemed out to enjoy themselves, and in fact little different to people anywhere else. All that I came in contact with - agents, charterers, chandlers, were friendly, pleasant, and anxious to please, and they also came to the club on occasion, with wives, and joined in.

When we had arrived, and completed formalities, it was 3 a.m. and the sun shining as at midday on a summers day almost. With the perpetual daylight we found it a little difficult to sleep. There was no restriction on where we went except that I was told that I would have to get permission when I suggested a possible trip to Moscow, and photographs could be taken freely except that the port area was not to be photographed, but no one watched us and we could have taken all the snaps we had a mind to. I asked was it permitted to take ashore books and newspapers, the reply I received being, "Do you see anyone trying to stop you", to which I had to reply in the negative, and I later took books and papers ashore and gave them to the young woman at the club.

Hours of loading are continuous and a vessel of this size has to pull off the wharf about 15 ft. at about two hours before each low water, and leave immediately on completion, to anchor and complete formalities. The smaller size of vessel, about 10,000 tons, is preferred, but as I heard that a twelve year contract had been negotiated with B.I.S.C. (Ore), and rumours of another deep water berth, our ships may call there quite often.

The people of Murmansk struck me as relaxing into better times, but being a little chary about it. Clothes seemed reasonably good, but far from glamorous, except the girls at the club, and shoes precious. So far as I am aware, no one was approached for anything other than an occasional cigarette. The authorities liked a drink as all port authorities do the world over, but a bottle sent down to a bunch in another room was returned still half full - quite a shock!

I was asked by the club mistress to be good enough to send her a postcard or two from different places. She, incidentally, was the wife of the Captain of one of the large fishing vessels and fishing is the main activity of the port, there being scores of vessels there building, repairing, storing, etc., whilst we were there, and apparently always.

In conclusion, I would say that there are very many ports to which our vessels go, to which I would prefer Murmansk, at least in the summer months, and the same applies to the people.

One other item I would add, is that I paid a visit to a new and large fishing vessel to inspect, it possible, their all enclosed lifeboats. I was received with courtesty and shown all I wished to see and could have inspected the whole of the vessel had I so wished, but first I had to drink a noggin of cognac, and there seemed to be disappointment that I would only have one. The vessel was beautifully furnished and the quarters were palatial and air-conditioned.

Captain Fraser writes from Newcastle on "CALYPSO's" activities.

Captain A. M. Fraser,
S. T. S. "CAPE WRATH",
7th July, 1965.

Mr. H. S. Taylor, Third Officer, who is a keen yachtsman, has been given charge of "CALYPSO", the name chosen for our GP 14 by common agreement, and I cannot speak too highly of the care he lavishes upon his charge.

"CALYPSO" had her first spin in Tampa Bay. While loading phosphate in that port she was taken away from the ship's side by Mr. Taylor and a crew of three Cadets, and tacking up the Bay against a moderate easterly breeze she showed her paces to advantage, proving herself capable of sailing very close to the wind and tacking swiftly and cleanly.

Sailing conditions were again most favourable during the weekend in Tauranga, and "CALYPSO" was again sent away on several occasions with crews of Officers and Engineers. Although the motor lifeboat was lowered into the water and taken out on exercises - one routine evolution always popular with the ship's company - it was generally agreed, even by our Engineers, that "CALYPSO" offered better sport.

We are looking forward to good sailing weather in our ports of call during the voyage, and you may be sure that "CALYPSO" will be well used.

J. P. Agnew, Esq.,
GLASGOW.

On looking over the list of the Company's fleet, I was interested to note that while half of them are named after well known geographical features, "CAPE WRATH", "CAPE HORN", etc., the other half bear the names of well known British seamen of long ago, and it occurred to me to find out something of these men's lives and history. All of us will know of Lord Nelson, but who has heard much of Lord Rodney, after whom our newest ship is named? I therefore got down my encyclopaedia and found in it the following facts.

George Brydges Rodney, Baron Rodney, was born in 1718. He was educated at Harrow and was appointed at the age of 14 to the "SUNDERLAND", then serving in the Mediterranean. In 1739 he became Lieutenant and in 1742 he attained the rank of Past Captain at the tender age of 24. He was present at Admiral Hawke's victory off Ushant in 1747 and in 1749 he was appointed Governor and Commander in Chief of Newfoundland with the rank of Commodore. He found time to become an M. P. representing Saltash and also married his first wife who only survived six years. During the Seven Years War, 1756/63, he saw much service before Rochefort and against Louisbury (Cape Breton). He did much damage also to a French force collecting for the invasion of Britain. Once again elected to Parliament, this time for Penryn, he was appointed C. in C. Leeward Islands. In three months he had captured or reduced Martinique-St. Lucia and Grenada and when peace was declared in 1756 he received the thanks of both Houses of Parliament (the equivalent of the "Beatles" M. B. E.). In 1764 he was created a Baronet and married again. He was appointed Rear Admiral of Great Britain, and in 1778 Admiral of the White. Once again he was appointed to the Leeward Islands and on his way to his station he captured a Spanish convoy off Finisterre and defeated a Spanish Fleet eight days later. Acting under orders, he captured the Dutch Island of St. Eustatius and confiscated the large quantity of booty contained in it. For this he found himself faced with a series of costly lawsuits.

On April 12th, 1782, he secured his crowning victory when with 35 ships off Dominica he defeated the French Admiral de Grasse, taking five ships and sinking one and saving Jamaica. He was able to write "Within two little years I have taken two Spanish, one French and one Dutch Admiral".

On returning to England, he received a Barony and a pension of £2,000 a year. He died in London in 1792.

In character he was an able and brave seaman, but we are told he was also vain, selfish and unscrupulous both in seeking prize money and in pushing the fortunes of his family. Nevertheless, he did much to secure the West Indies as a British possession and enhanced the name of Britain in that part of the world. - Addressed to The Editor, Lyle Newsletter.

Have you heard.....

The port of Buenos Aires is gradually silting up through lack of adequate dredging. Conditions are so serious that it is feared the two main access channels of the River Plate may soon be unfit for navigation, specially for large vessels. Year after year it has become more difficult and expensive to maintain these access channels, and if the moment has not yet arrived at which their maintenance is no longer possible, it is at least not very far off.

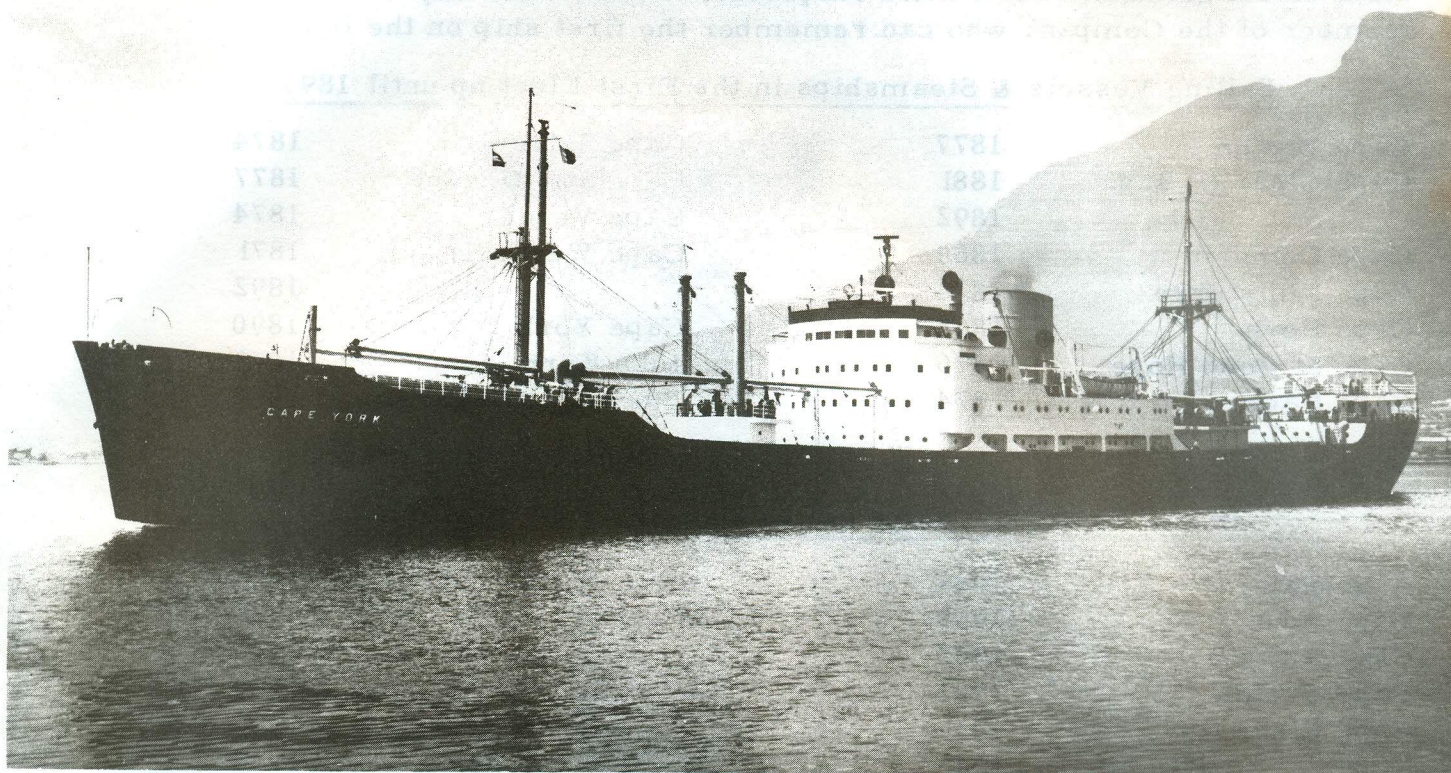
In the year 1935 dredgers removed about 7,000,000 cubic metres of mud from the two channels. In the 30 years between 1925 and 1955 the amount dredged from these two channels alone would have been sufficient to build an island of 4,500 hectares. Since 1953 the amount of mud dredged from the access channels has fallen considerably.

Comparison suggests that the amount necessary today to keep the north and south channels in proper condition would be about 10,000,000 cubic metres a year, or more than 27,000 cubic metres a day. The amount of dredging in the last 10 years has been only a small part of the necessary minimum.

Inadequate dredging and the effect of ships' propellers have left 50,000,000 cubic metres of mud in the channels. These have remained shallow, narrow and over burdened with mud at the edges. The piled-up mud is in an acutely unstable condition. One day it is going to slide down again to the bottom of the channels. There is no certainty as to the length of time the channels can last in their present state, and when the big slide starts, the great port of Buenos Aires, one of the largest in the world, will be inaccessible, possibly with big ships trapped inside it.

It is certain that if an attempt were made now to dredge only the bottom of the channels with the idea of deepening them, and without previously removing the 50,000,000 cubic metres of mud pressing down on the banks, these would collapse with disastrous results.

The government is now studying a vast and urgent programme of dredging in the access channels of the ports of Buenos Aires, La Plata, Rosario, and San Nicolas. Recently the Minister of Public Works said the task could only be carried out if foreign firms came forward to do it, since the existing equipment here is old and in bad condition.



M. V. "CAPE YORK" - Built 1955

EPITAPH TO A THIRD ENGINEER

When the last crank and crosshead's
been tightened,
And the Third Engineer laid to rest,
And his tools all rusted and broken,
Divide what you think are the best.

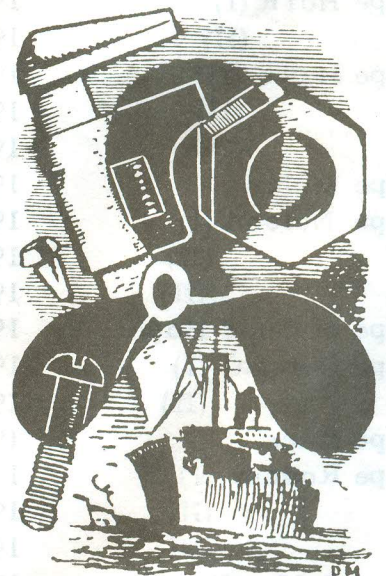
No red-hot cranks, or Second's pranks,
Will there the Third annoy,
But in robes of white, a shining light,
Somebody's fair-haired boy.

No rods to swing, no gear to sling,
Nor bottom ends to tighten,
No glands to pack, no nuts to slack,
No firemen to frighten.

But on that bright and happy shore,
Beyond this vale of tears,
Where the Seconds cease from troubling
And there's no Chief Engineers.

So leave him alone in God's acre,
He died in his old beliefs,
That Heaven's reserved for the Juniors,
And Hell's set apart for the Chiefs.

- Author Unknown.



For your interest, we give here a list of the Lyle fleet split in two parts, the first those owned or managed by the Company prior to 1900 which includes the sailing ships from 1864 (though the Lyle name was afloat before that) and the second covers the present century to date. We shall be delighted (and not a little surprised) to hear from any well preserved member of the Company who can remember the first ship on the list!

Sailing Vessels & Steamships in the First Fleet up until 1899

Cape Breton	1877	Cape Sable	1874
Cape Clear (I) s. s.	1881	Cape St. Vincent	1877
(II)	1892	Cape Verde	1874
Cape Comorin	1869	Cape Wrath (I)	1871
Cape Finisterre	1874	(II)	1892
Cape Horn	1868	Cape York	1890
Cape of Good Hope	1876	John Kerr	1873
Cape Race	1874	Queen of the Lakes	1864

Steam and Motor Ships owned and managed 1902 - 1965

Angusdale	1945	Cape Verde (III)	1944
Cape Adan	1945	Cape Wrath (I)	1921
Cape Antibes	1903	(II)	1940
Cape Breton	1904	(III)	1960
Cape Clear (I)	1931	Cape York (I)	1926
(II)	1946	(II)	1944
Cape Comorin	1912	(III)	1955
Cape Cornwall	1918	Durban Bay	1944
Cape Corso (I)	1905	Empire Buffalo	1919
(II)	1929	Empire Claymore	1943
(III)	1942	Empire Day	1941
Cape Finisterre	1907	Empire Farmer	1943
Cape Franklin (I)	1943	Empire Mermaid	1919
(II)	1959	Empire Nairobi	1945
Cape Grafton	1943	Empire Puma	1920
Cape Grenville	1949	Empire Steelhead	1920
Cape Hawke	1941	Empire Teme	1923
Cape Horn (I)	1929	Fort Anne	1943
(II)	1957	Fort Beauharnois	1944
Cape Howe (I)	1930	Fort Cumberland	1943
(II)	1943	Fort Lajoie	1942
(III)	1962	Fort Steele	1942
Cape Melan	1944	Fort Wedderburne	1942
Cape Nelson (I)	1929	Lake Minnewanka	1945
(II)	1942	Lake Pennask	1953
(III)	1961	Lipsos	1902
Cape of Good Hope	1925	Lycia	1924
Cape Ortegal (I)	1911	Marie Reppel	1920
(II)	1946	Ocean Traveller	1942
Cape Race	1930	Oehringen	1907
Cape Rodney (I)	1940	Samspeed	1944
(II)	1946	Samtana	1944
(III)	1965	Table Bay	1944
Cape Sable (I)	1936	War Bracken	1918
(II)	1960	War Picotee	1919
Cape Verde (I)	1917	Wartburg	1905
(II)	1941		



"THE FOUR JUST MEN"



The Wedding of Mr. and Mrs. Weddell at Reston, Berwickshire, on 19th June, 1965.

"THE REPLY"

BY IAN DUBH

The crumpled letter lay on my desk, tossed there in the first flush of anger. Two pages there were, the contents of which had raised my ire. An answer had to be made, and quickly. The pen was held in check by racing thoughts - should it be answered in the "garden utensil" style, or by the blunt "shovel" manner. Silver tongued phrases flooding the mind were thrust aside as earthy bargee expletives exploded through, but even they retreated as the insistent query became uppermost, "Who told them?". Yes. "Who told them?".

Calm down a bit, do the things recommended for soothing the savage breast - count ten. Easy now, that's right - think. Keep it smooth - insidious - biting - make them realise you're not one to be pushed around. Toss the lie back in their teeth. Use a few subtle synonyms, conveying your meaning without resorting to the crude, rude Lady Chatterly words. Something like the occasion when speaking to the lad whose eyes showed an affinity for each other, and his affliction was referred to as "strabismus".

Reaching into the top right hand drawer, I lifted out the much thumbed dictionary and opened it well away from section where the words begin with "B", so keeping temptation at arms length. Flicking over the pages, now and again I pause to con a word and its meaning, mentally pronouncing it, savouring a rich sonorous word, enjoying a light scintillating one, or chuckling over what aptly described a known person. As always, a word would crop up, one I hadn't spotted before, and ere long I am oblivious to my surroundings and totally absorbed with the fascination of word building.

Take "asymptotal" - following a line to touch a curve, but never meeting - whoops, talk about frustration! As for "cadastral", this has no connection with the R. A. F. boulder. And again, is it possible the "entresol" means telling a bawdy story in the elevator when between the ground and first floors? And doesn't "fuliginous" sound a most "sootable" word to describe Glesca on a foggy day.

Exploring the dictionary recalls my early schooldays when the study of that book was directed principally towards finding "those" words, and when the search disclosed others equally choice, the morrow could not dawn early enough to allow one to share them with the current classroom side kick. How you both gloated over them, hardly daring to pronounce them - but oh what a giggle. Came the time when you started to affect a sophisticated outlook, and began using some of "those" words, with what you considered an air of indifference, but how you blushed inwardly on hearing the sounds you were uttering.

The written word, and/or word power, holds a fascination for most people in all walks of life - this is evident when one looks around various places.

Whether it be "Beano" or "Dandy" or even one of Hugh MacDairmaid's poems (?) the written word can banish - Gosh, that letter - I haven't started it yet. Maybe it would be as well to sleep on it. They say the worry that is slept on doesn't seem half as serious the next day.

By the way, you will no doubt wonder what gave rise to my anger in the letter I received - well it was one of those:-

Dear Sir,

You need a new uniform to look your best.
We can supply you with the finest, with etc., etc., etc.

Who told them I was in need of a new uniform? Admittedly the canteen stains are seen when the sun is shining; the nap is a bit thin at the elbows and seat of the pants; the untarnishable 19 carat gold braid is in places green with verdigris and that invisible repair is very visible - maybe the man is right and I do require a new outfit - where is his 'phone number so that I can make an appointment.

See what I mean when I say that the power of the written word is terrific. Nuff sed.

The Japanese reply to our cricket anecdote in a previous issue:-

Dear Sir,

We thank you for your order 9th June 1965, at Osaka, and we promised to send our laundry voucher/invoice to agent Dodwell and Co., Ltd., by chief steward because the Mr. Yumiyama operator of dodwell are not taken our bill and if you shall found the please sent back our shop and if you missed we sent incrowding with this letter.

Please examine the same and let us have your check for the amount or instructions to draw and sent back for us on your in the ordinary course. - Yours faithfully.

Have you heard.....

"Drumnadrochit's" move to cut price of whisky!

Grain plans at Inverness - Plans are under consideration for development of Inverness Harbour as a grain handling port to meet the needs of the expanding malt and grain whisky distilleries in the north-east of Scotland.

To serve six new distillery projects, some fresh source of supply is needed as well as increased handling capacity. It is proposed that Inverness Harbour should be redeveloped to a point where it could take up to 30,000 tons of grain a year. These cargoes would be from the U.S.A., Australia and the Continent. The barley would be distributed then from Inverness, by road to the distilleries in the Highland area. McGruther and Marshall Limited, shipping agents of Inverness made the proposals to Inverness Harbour Trust. If the scheme goes ahead, it would mean provision of grain storage and suction handling plant at Inverness. A portable mechanical suction plant would handle 150 tons per hour. An advantage of the proposal from the customers' viewpoint is that it would allow cheaper freight costs on imported grain.

YOUR NEXT CARGO?

Slippery Exports - A new export industry has been launched in Victoria, Australia - frozen eels for the Netherlands, Britain and Europe. Eels caught in the lakes and streams in Western Victoria are sent to the Ballarat cool stores and packed and frozen for export.

P E R S O N N E L

M. V. "CAPE FRANKLIN"

G. C. Mallett	Master
D. Cormack	1st Mate
H. Penny	2nd Mate
P. Cooney	3rd Mate
A. MacEachen	Radio Officer
G. Gove	Cadet
D. Rose	Cadet
W. Anderson	Chief Engineer
D. Smart	2nd Engineer
I. Russell	3rd Engineer
W. Kinnear	4th Engineer
J. Fleeting	Junior Engineer
J. Queenan	Junior Engineer
A. McFarlane	Junior Engineer
R. Munn	Electrician
H. Scollay	Chief Steward
N. Carpenter	Cook
B. Crombie	Carpenter

M. V. "CAPE HORN"

T. Hogg	Master
J. May	1st Mate
J. Murray	2nd Mate
G. Young	3rd Mate
J. Rowland	Radio Officer
P. Dyson	Cadet
J. Loughran	Chief Engineer
H. MacLeod	2nd Engineer
M. Henry	3rd Engineer
R. Wallace	4th Engineer
G. McClement	Junior Engineer
W. Muir	Junior Engineer
J. Schofield	Junior Engineer
J. McMillan	Electrician
P. Coles	Chief Steward
J. Pemberton	2nd Steward
D. MacLean	Cook
J. MacNeil	Bosun
A. Burns	Carpenter

M. V. "CAPE HOWE"

T. R. Baker	Master
F. Dalby	1st Mate
J. MacKay	2nd Mate
K. Curry	3rd Mate
* H. Chambers	Radio Officer
N. P. Brewer	Cadet
D. C. Bell	Cadet
B. Smith	Chief Engineer
D. Campbell	2nd Engineer
B. Sharp	3rd Engineer
I. Campbell	4th Engineer
D. Kassim	Junior Engineer
R. Carley,	Junior Engineer
I. MacInnes	Junior Engineer
T. Buchanan	Electrician
J. Smith	Chief Steward
F. Pells	2nd Steward
R. Wilson	Bosun
A. Tregidgo	Carpenter
* D. Gudgeon	Extra Radio Officer

M. V. "CAPE NELSON"

D. M. Taylor	Master
J. Roberts	1st Mate
C. MacLean	2nd Mate
R. P. Davies	3rd Mate
D. Runciman	Radio Officer
J. Johnstone	Cadet
R. S. Reid	Cadet
G. Caughey	Chief Engineer
G. Harrison	2nd Engineer
D. Dempster	3rd Engineer
J. Carmichael	4th Engineer
R. Smith	Junior Engineer
J. Caldwell	Junior Engineer
A. Sharpe	Junior Engineer
J. Robertson	Electrician
A. Randle	Chief Steward
R. Ilderton	2nd Steward
R. Sherriff	Cook
G. Daddy	2nd Cook
J. MacFarlane	Bosun
J. Butler	Carpenter

M. V. "CAPE RODNEY"

D. Sinclair	Master
J. Hetherington	1st Mate
D. Sim	2nd Mate
J. Jack	3rd Mate
W. MacLeod	Radio Officer
C. MacDonald	Cadet
C. Pearson	Cadet
H. Ingle	Chief Engineer
D. Anderson	2nd Engineer
T. Hamilton	3rd Engineer
R. Hutchison	4th Engineer
J. Patton	5th Engineer
J. Wightman	Electrician
H. McKinlay	Chief Steward

S. T. S. "CAPE SABLE"

Present complement

A. B. Sutherland	Master
S. Readman	1st Mate
P. Richardson	2nd Mate
B. Coombe	3rd Mate
L. Cameron	Radio Officer
A. Hill	Cadet
P. Smart	Cadet
D. Rankin	Cadet
W. Kilpatrick	Chief Engineer
J. Denzil	2nd Engineer
C. MacKinnon	3rd Engineer
A. Dias	Ext. 3rd Engr.
G. Tait	Junior Engineer
K. Blight	Junior Engineer
T. Coombe	Electrician
L. Millson	Chief Steward
R. Cathcart	2nd Steward
E. Hutter	Cook
W. Wilson	Bosun
D. MacLeod	Carpenter.

S. T. S. "CAPE SABLE"

New appointments joining arrival U. K.

A. MacLeod	Master
H. Weddell	1st Mate
A. Williamson	2nd Mate
	3rd Mate
O. Mahon	Radio Officer
D. Rankin	Cadet
W. Reay	Cadet
G. Watterston	Cadet
R. Taylor	Chief Engineer
J. McCrimmon	2nd Engineer
J. Lincoln	3rd Engineer
J. O'Neil	4th Engineer
J. McMillan	Junior Engineer
R. S. MacLean	Junior Engineer
C. S. Logan	Junior Engineer
T. Pate	Electrician
R. Shields	Chief Steward
P. O'Brien	2nd Steward
C. K. Perkins	Cook
D. MacKay	Carpenter

S. T. S. "CAPE WRATH"

A. M. Fraser	Master
R. Marshall	1st Mate
L. Hocking	2nd Mate
H. Taylor	3rd Mate
W. Rennie	Radio Officer
N. Battersby	Cadet
G. Anderson	Cadet
M. Pickup	Cadet
A. Hunter	Chief Engineer
J. Allan	Ext. Chief Engr
J. Weir	3rd Engineer
M. Bryce	4th Engineer
L. Peters	Junior Engineer
R. Franklin	Junior Engineer
A. R. Cloud	Junior Engineer
C. Woodforth	Junior Engineer
W. Clenaghan	Electrician
J. Clancey	Chief Steward
N. Vander Heim	2nd Steward
W. Hocking	Bosun
F. Dixon	Carpenter

M. V. "CAPE YORK"

Standing by at John Brown's.

T. P. Edge	Master
A. Farquhar	1st Mate
B. Lawson	2nd Mate
W. Anderson	3rd Mate
B. Breslin	Radio Officer
A. Agnew	Cadet
C. Mackay	Cadet
J. Black	Chief Engineer
R. Nairn	2nd Engineer
D. McLeod	3rd Engineer
I. Kelly	4th Engineer
W. Bateman	Junior Engineer
J. Croal	Junior Engineer
W. MacDonald	Junior Engineer
W. Hornshaw	Electrician
R. Liddle	Chief Steward
H. Sawyer	2nd Steward
J. Kerrigan	Cook
P. Sharman	Bosun
D. Thomson	Carpenter

P. Smith	Master
W. Moore	Chief Engineer
G. Mains	2nd Engineer

PRESENTLY ON LEAVE

Captain A. Hunter
G. Anderson, 1st Mate
A. Williamson, 2nd Mate
W. Campbell, 2nd Mate
J. King, 3rd Mate

D. McLeod, Chief Engineer
A. MacDonald, 2nd Engineer
D. Ingram, 3rd Engineer
A. Smithson, Chief Steward
J. Leiper, Electrician.

PRESENTLY STUDYING FOR CERTIFICATES

B. Kewley	Master's
J. Potts	2nd Class motor
J. Purdon	2nd Mate's

Mr. J. King is to be congratulated on successfully obtaining his 1st Mate's Certificate of Competency.

We are pleased to announce that A. M. Hill will be awarded the Company Cadet prize for the year, this as a result of continuous good reports on his diligence to practical seamanship and navigation, coupled with satisfactory examination results over his Cadetship. It is hoped to have a photograph of Cadet Hill in our next edition, together with more details of the award. Meanwhile, we offer our congratulations on his achievement and wish him early success to his studies for his 2nd Mate's Certificate.

Have you heard.....

Among a range of cleaning equipment available in the U.K. from the U.S. is a heavy duty vacuum which can clean up to 35,000 sq. ft. per hour. Distributed in Britain by Motor Rail Ltd., of Elstow Road, Bedford, the Clarke Debris Vac is said to clean 30 in. swath of paper plates, cartons, programmes and scraps as fast as a man can walk. The case aluminium alloy housing is non-sparking and absorbs the impact of hard objects. Already operating in some warehouses and airports, the Debris Vac costs about £180 retail and delivery can be made within two to three weeks of an order.