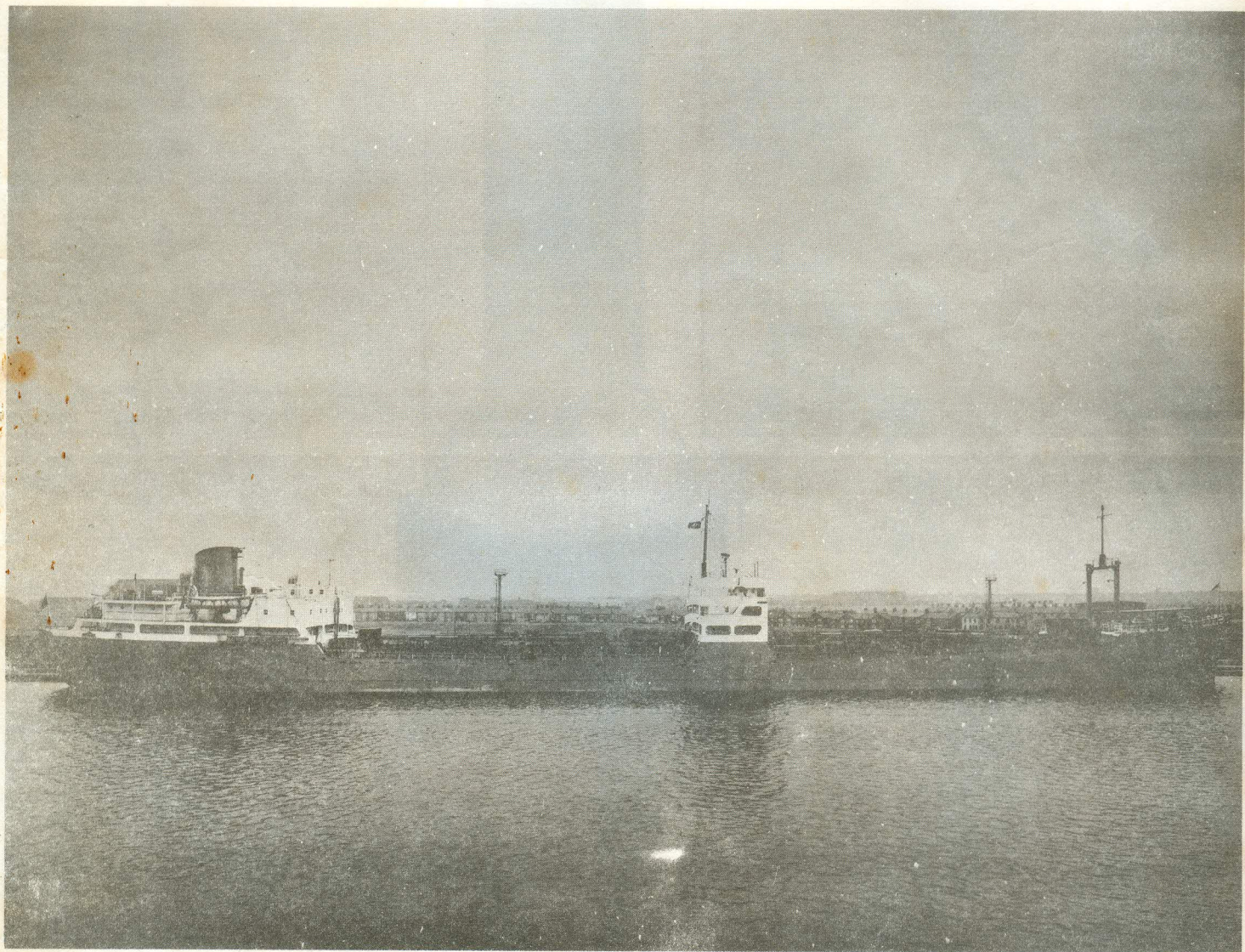




# **LYLE NEWSLETTER**

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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.

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.

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.

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.

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.

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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.

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#### 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.

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#### 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.



LETTERS (Cont'd).

It has been said that she would give her last penny to help any seafarer from home who was in trouble and, knowing Peggy, I quite believe that would be so.

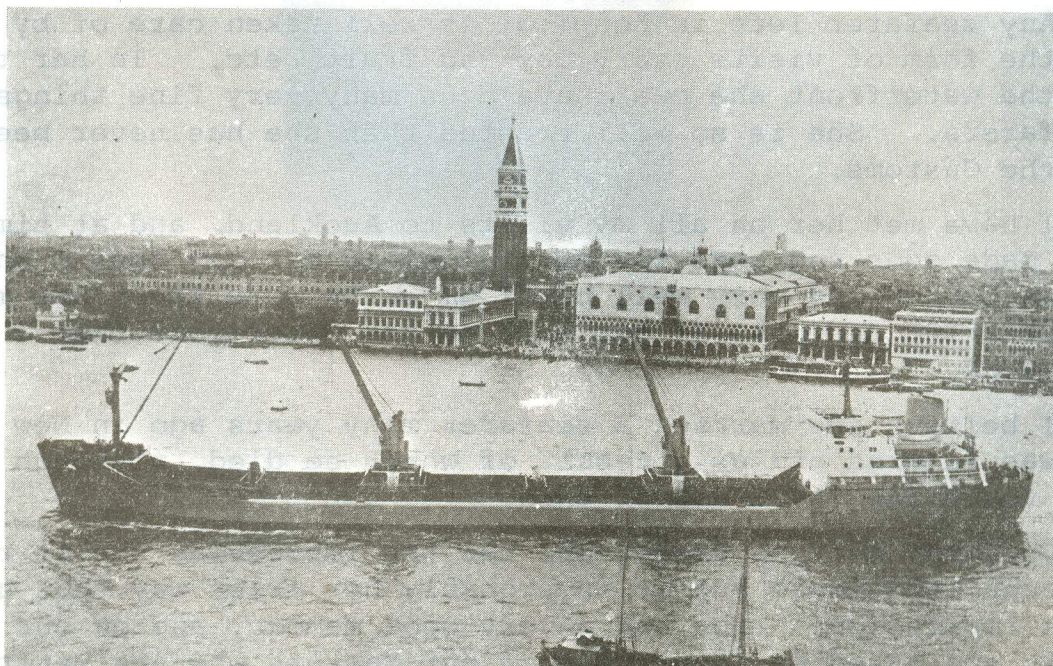
When she does retire, and I am quite sure that will not take place until she is unable to walk, she will be missed greatly by all those who know her.

C. Smith (2nd Stwd.) Treasurer,  
A. McGill (Ch. Cook) Secretary.  
M.V. "CAPE NELSON",  
Vitoria, Brazil.

Dear Editor,

We, the social committee of the crew on board here, feel that you would be interested on data on crew recreation. At this moment we have a darts and crib tournament in progress, the monies from which (after payouts) is donated to the club funds, to help pay for new darts and board, etc. We also play bingo two nights weekly, much to the delight of all. A point of interest to all, we think: the firemen and sailors' recreation rooms are adjacent but separated by a bulkhead. We have the good fortune of securing from the Directors the "go ahead" to remove this and make it all the one large recreation room for all hands. You will note sir, that being as the firemen are all coloured, it is an excellent opportunity to have us all a community. We speak for all the crew when we say that this is a wonderful thing, to have a group of happily mixed people with a growing social club, and it would be good to see it "take on" all round.

We wish you sir, and your magazine every success in the future.



M.V. "CAPE RODNEY" passing Square San Marco, Venice.



Depending on what one's particular interest is in shipping, trial trips can be either a headache, a pleasure, a means of further education or just a social get together. No matter whose yard is putting a vessel through her trials the same types of people are met. The ones with corrugated brows (builder), the smug owner seeing everything is working and the charter still secure, the smug guest who is thinking, "Thank God, we decided not to build at this yard", and the bon homie gentleman who takes a violent interest in all parts of the ship when the bar is closed and who probably owns a fleet of salvage and docking tugs which assures work whether the ship functions or falls to bits.

Although these types of people can be met on every trial trip different customs prevail outside our own country which make a trial that bit more interesting. Whilst visiting Horten on an occasion of business some of us were most fortunate and privileged on being invited to the trials of the "JENNY", a 60,800 ton oil tanker built by the Marinens Hovedverft, the Company which will be building two new bulkcarriers for us.

Two day proving trials had been run before the official handover trial which we had the impression was very much more of a social affair than to what we are accustomed. One had the impression that spade work had been done the two previous days and the third was to prove to all concerned that the job had been satisfactorily completed and, in fact, was not a trial at all. This state of affairs, of course, can only be indulged in if the work schedule is right up to date and the builders are not fighting for a delivery date. Lately since being in contact with European Yards we have had much evidence of this, one yard even being a whole week ahead of delivery.

The relaxed atmosphere this state of affairs induces was much in evidence in Horten, the weather was perfect which seemed to give strength to the saying that "All's well when all's well".

The Managing Director of the yard and his assistants were on board prior to the official party boarding. Each guest was welcomed on board by this gentleman with a personal handshake. The guest then went to a table on deck where he obtained the printed literature of the ship which had the guest's own name in the appointed space. This procedure of course cuts out the uninvited visitor. The next table had official slips of paper which could be purchased for ten shillings and on which one inserted the estimated speed over the measured mile. The bulk of the money collected went to a charitable fund connected with the town.

From then on guests moved around visiting the various parts of the ship which interested them in particular. As usual the bar was doing a fair business and tables and chairs had been set out on the boat deck. A swimming pool had been built on deck and the builders had thoughtfully laid out swimming trunks for any who wished to use them. Scandinavians are not fussy over such matters we noticed however.

The lunch was a sit-down affair and each guest proceeded to the seat, table and room written on his own particular souvenir card. Over a hundred guests had been invited but by utilising all saloons, mess-rooms and recreation rooms there was ample room/



The service of the three course meal was fast and amply washed down with Aquavit, whisky, gin, wine or beer.

The Speechifying was a bit intense but one would judge sincere. A relay system had been installed throughout all the dining rooms. The guests were welcomed on board, fluidly this time, the Manager and his assistants toasted the Owners who in turn thanked the Manager, staff and men and passed over a cheque made out to the Benevolent Fund of the yard to the Senior Shop Steward. This amount was doubled by the builders. A wooden plaque with a silver model of the ship was given by the Shop Steward to the Owner. Wristlet watches were presented to the Captain and Chief Engineer, and all this was done in very obvious harmony.

By the time the lunch and speeches were over the ship was approaching her anchorage and after a quick look around and farewell drink, all who wished to go ashore went off.

There was no hurry to speed the guests off at all and we left many sitting out under the awnings on the boat deck enjoying the hospitality of the new Owner surrounded by beautiful scenery in the evening sunlight.

This was a very good introduction to our Norwegian friends' practical methods of shipbuilding and we look forward to working with them finalising with such a trial trip as we had the pleasure of experiencing.

#### ECHO

As you will have read "CAPE WRATH" gave her Master and crew some nasty moments in June during a breakdown at sea. The office not only shared these to some extent at the time, but by some communication freak had the doubtful privilege of reliving the incident when three months to the day an identical message was received. We are still trying to discover how such a thing could happen.

#### The Way Ahead

From the bridge of the 68,500 ton Shell tanker "DOLABELLA", one man, by pressing a button, can light the boilers in the engineroom and set every piece of machinery in motion. To help him there is a television fed by six cameras, and a computer. The "DOLABELLA" is the most revolutionary merchant ship ever sent to sea and heralds the day when fleets of fully automated vessels may sail the sea with crews of no more than three men. The all electric tanker was designed for Shell by British and French technicians and cost \$9.8 million (£3.5 million). During her trials, the tanker was blacked out and everything stopped, then everything was restarted - by pressing the button - in three minutes. After reading the foregoing you might, like us, pause to wonder just how far ahead are such futuristic thoughts from practical application. Such theories apply only to a minority of cases which lend themselves to certain specific conditions and take no account of many practical difficulties in day to day running of ships many miles from home. Nevertheless it is quite a gap from a forty man crew for a 10,000 tonner to perhaps half a dozen for a 60,000 ton vessel.



## HOLIDAY IN RETROSPECT

### Voyage 1

My first introduction to the sea as a seaman was to sail as a deckhand on large luxurious yachts. Frequently the summer months were spent cruising around the lochs and islands on the West Coast of Scotland. Since then I had always cherished the hope that some day I might be able to do something similar (although not on such a grand scale) in my own craft. With this plan vaguely in the back of my mind I purchased the "Winsome", a 35ft. - berth cabin cruiser, in the spring of '65. When I unfolded my plan to the family it was hailed with 'loud' approval. School atlases were looked up to make preliminary plans of our cruises.

When the "Winsome" was hauled up for cleaning and painting a very enthusiastic crew donned dungarees and got going with a paint scraper and paint brush. Much work and many plans were formed for the next two months in preparation for our first trip. Since all crew members were 'first trippers' we decided to confine our first voyage to making the passage from Inverness to our holiday home in the Outer Hebrides./

### The Vessel



Jura from the  
Sound of Islay



On 2nd July '65 we left Inverness with the "Winsome", navigated the Caledonian Canal to Fort William and therefrom to the Island of Berneray in the Sound of Harris, via Tobermory and Bracadale in Skye. After a fortnight's holiday on 'our Island' we made the return journey successfully to Inverness and so ended our first voyage.

### Voyage 2, 1966.

With the experience gained last year, plus the fact that we had overhauled the engine during the winter (and had nothing left over after re-assembling it) we felt fully confident in tackling a three weeks cruise of the Southern Isles this summer.

By the end of June the fitting out and some modifications were completed and the "Winsome" and crew were ready to 'brave another cruise'. The long range weather forecast however encouraged us to delay our departure until after mid-July.

On 22nd July we left Muirton Locks, Inverness. It was a cloudy dull day with a fresh S'wly wind. On entry into Loch Ness in the late afternoon we found it in an angry mood. With its deep dark waters and high mountains on either side the sea had risen quickly. As we progressed the wind increased until we were punching into a short heavy sea with head winds force 6/7. It wasn't at all comfortable and we couldn't cook a meal. We finally got to the other end and Fort Augustus in the late evening. Supper was prepared and enjoyed, and the rigours of the passage soon forgotten. On Saturday morning our caterer went ashore for stores while the rest of us prepared ship for the next lap of our journey - the passage through the Canal. It's a very pleasant sail from Fort Augustus through Loch Oich and Loch Lochy to Corpach and the Western end of the Canal, in spite of much mooring drill in working through twenty locks.

We left Fort Augustus at 10.30 a.m. The day was bright and sunny and we enjoyed the calmness of the Canal, Loch Oich and Loch Lochy. We reached the Western end of the Canal and the top end of Banavie Locks at 5.30 p.m., where we decided to moor for the weekend. On Sunday we rested, took walks along the Canal bank, etc. On Monday we had breakfast at eight and were ready by nine to start working our way down through twelve locks to sea level and into Loch Linnhe. We cleared the Canal at 11.00 a.m. and crossed over to Fort William to get stores, fuel and water. Fort William with its one main street was thronged with people so we didn't delay longer than we had to. At 3.00 p.m. we cast off and 'steamed' down Loch Linnhe. We hadn't decided what our port of call for the night was to be so as we hugged the southern shores of Loch Linnhe we decided to put into Port Appin for the night. We were able to moor alongside a small jetty but had to anchor off during the night. The following day, Tuesday, we hove up at 11.30 and headed towards Oban sailing through the Sound of Lismore. As we were approaching the entrance to Oban bay we rendered assistance to a disabled fishing boat by towing it into Oban harbour - no prize money!!!

As might be expected this busy holiday resort was crowded with tourists. There was a large passenger liner in the bay with its passengers being ferried to and from the shore all day. The bay was dotted with yachts of all shapes and sizes. We spent the afternoon doing various bits and pieces of shopping



and visited friends in the evening.

Wednesday was a lovely sunny day with a moderate w'ly breeze. As we had to visit Iona we left Oban in the forenoon, sailed through the Sound of Kerrera and by the South Coast of Mull towards Iona. I had been a boatman in Iona in 1930 and had not visited the Island since. After sailing for four hours we entered into the Sound of Iona passing close to the Island of Erraid. As we had expected, we found Iona very crowded with tourists. The majority of them were day trippers from Oban. They had come by Messrs. MacBrayne's steamer "King George V" on the sea route and by car and ferry across Mull. There were hundreds of people on the beaches on either side of the ferry and four ferry boats busily transporting them shore to shore, ship to shore and vice versa. It reminded me of the days of Dunkirk. We couldn't get near the jetty. It was evening before we were able to land. We visited the Cathedral, the Nunnery and the burial ground where so many of our Scottish kings are interred.

Since the Sound of Iona is so exposed we had to seek shelter at anchor on the Mull side (Bull Hole) for the night. The following day the ferrying of people went on continually all day and again it wasn't convenient to make a landing until the evening. Coupled with this it was uncomfortable being at anchor in the Sound with strong tides and the low ground swell of the Atlantic.

On Friday morning the shipping forecast predicted strong N'ely winds. We hove up at 8.00 a.m. from Bull Hole and headed for the Island of Colonsay. With a following wind, sea and swell we had a good corssing. We entered into Scalasaig bay at around 11.00 a.m.

In contrast to Iona and Oban we found Colonsay the ideal spot for a restful holiday. There was an atmosphere of peace and quietness and people went about their work in a calm leisurely manner. We were in a quiet sheltered haven berthed alongside a well constructed stone quay which we had all to ourselves, so we settled down to a few days of really restful life. For four days we walked around the Island or sat on the rocks by the shore, conversed with the people of the Island and learned much of its history. A friend drove us round the Island in his car, pointing out places of interest, etc.

Our next place of call was to be Islay. We left Colonsay on Tuesday afternoon, 2nd August at 1.00 p.m. We had chosen our time of sailing to suit the ebb tide in the Sound of Islay where the tides run very strong. We put into Port Askaig at 2.30 p.m.

We were now into the second week of our holiday and feeling quite at home in the "Winsome". Everyone had learned to put everything back where it was found so that we'd know where to find it readily. We spent three days at Islay, again walking, motoring and seeing as much as possible of the Island.

On Thursday afternoon we left Port Askaig for Craighouse in Jura, again when the tides were most favourable. It was a perfectly calm day with bright sunshine and the hills of Jura looked well. As we approached Craighouse at high water the village and bay looked a picture of beauty. There were scores of sailing dinghies with an assortment of coloured sails moving lazily across the calm waters. It made a picture, again different to what we had ever seen before around the Islands.



of the Islanders and people holidaying on the Island. It's remarkable the open friendliness and hospitality that the visitor gets in the Highlands and Islands of the west. There was a word and a friendly wave from everyone wherever we went. Here we had the pleasure and privilege of meeting Mr. Nicholson of Lyle Shipping Company, who told us much that was most interesting and informative about the Island, as well as taking us for a long drive around in his car.

On Friday afternoon, 5th August, we left Craighouse intending to go to Loch Fyne via the Crinan Canal. We had the flood tide with us and making good progress. In the late afternoon a fresh N'ly breeze came up. It quickly whipped up the sea and only those who have experienced it can visualise the Sound of Jura with a flood tide and N'ly wind. By the time we got to Crinan conditions had become very unpleasant for us. Our small craft pitched, tossed and rolled as if it was in a Pacific Typhoon. Crinan was congested with yachts seeking shelter from the Northerly wind - and there wasn't any. Others were being battered about trying to make the entrance to the Canal. This made us abandon our plans for "Costa Clyde". We continued on our way north to the shelter of Loch Melfort. On our way up through the Sound of Shuna we spotted a small haven on the Island of Luing. This was the village of Toberonochy where the Luing slate quarries are located. Here we found a small quay built of slates from the quarry, from where the puffers loaded their cargoes. It was very sheltered and convenient. We stayed at Luing for four days. On Tuesday, 9th August, we sailed up towards Oban on our homeward journey. We stopped at Oban on Tuesday night and on Wednesday went to Fort William. On Thursday, 11th, we entered the Caledonian Canal and got to the head of Loch Oich that day. On Friday we went as far as Fort Augustus and on Saturday continued through Loch Ness to Inverness.

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The above is a very welcome contribution from Captain Macleod, formerly a Lyle Master and now Harbour Master at Inverness.

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TIME AND TIDE.

We read a lot these days about the efforts of shipping companies to improve the comfort and welfare of their sea-going personnel.

Admittedly this is true, and great strides have been made towards that end.

Whilst these conditions and improvements are most welcome and appreciated, there are other things to consider, namely the happiness and contentment of the men when at sea. This is where we wives take over and play our part, for we are that vital link with home, family and friends - all the things that the man ashore enjoys from day to day.

Our husbands must leave us for months, or perhaps years, to deal with the problems that arise in the running of a home and family. They must leave with the knowledge and trust that the home will be run smoothly, and it is our responsibility to see that it does.

How/



How often are we asked the question "do you ever feel lonely or fed up? Of course we do - we miss the companionship of our husbands and they miss us.

When one feels really depressed then is a good time to quickly sit down and write a letter, sharing with one's husband complaints and grumbles. When reading it over you will most likely find that your fit of the blues has merely arisen from a feeling of self-pity, and the best place for that kind of letter is the waste paper basket. Self-pity is an emotion which we wives cannot afford to indulge in, after all it is in our husband's job to be at sea, and we must see that we solve our problems not make them.

If a man has to worry about his home and family whilst he is away he becomes unhappy, careless and inefficient at his job.

This can have a most serious effect at sea, as he not only endangers his own life, but the lives of his shipmates. It is therefore essential that we wives see to it that our husbands are happy and contented in mind whilst away.

There is the saying that time and tide wait for no man - time passes and the ship returns to port - we greet our husbands - gone and forgotten are the months of waiting. There is so much to discuss and to enjoy together again, until that inevitable sailing at high tide. Katrina Dubh.

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This is the third time I have been asked to contribute to the magazine and, as I cannot think of any excuse, you will all just have to suffer in silence and read this article. I fear that if I wrote of some escapade which I experienced abroad it would not pass the censor, and so I will have to take the risk of being called an old man and relate some events which took place at the outbreak of World War II.

On the 21st August, 1939, the "CAPE SABLE" picked up a Baltic Pilot and passed through the Elsinore Sound on her way to Kotka (Finland). She arrived at her destination on the 24th August and at that time the 'war clouds' were gathering over Europe. By the 30th the Master was alarmed and the clouds, which were cumulus on arrival, had now turned to nimbus stratus, as Herr Schikelgruber had given his ultimatum to Poland and we were over 700 miles inside the battle zone, which, for this ship, meant three and a half days' steaming. The Master went to Helsinki and was told by the Consul to sail immediately for home. Unfortunately, owing to the trim of the ship, this was not possible until the following day.

On Thursday, 31st August, we left Kotka at 11.00 a.m. and proceeded with all speed, which was 10 knots, for Copenhagen, where we were obliged to stop en route for coal. During our journey 'planes were sighted periodically, but, as we were close to the Swedish Coast, nothing happened.

On Friday, 1st September, Germany invaded Poland and we were still a long way from sanctuary. At about 5.00 p.m. on Saturday, 2nd September, as we were approaching the Elsinore Sound, German minelayers were sighted at the Channel approaches, but fortunately they had not started to lay their seeds of destruction so we were able to carry on. Suddenly, on our starboard bow, a German warship was sighted approaching us at full speed and signalling us to stop. This the Master refused to do, but decided to swing to port and try to make the Swedish Coast. Alas, this was impossible as another warship/



warship was on our port bow cutting us off from safety. There was only one course to take and that was to keep on going and hope to reach the Channel before the Germans could intercept us. This we did with only minutes to spare, and both warships had to sheer off and leave us. We eventually reached Copenhagen and received our coal. Whilst there we had a visit from the British Consul who told us that Britain had given Germany an ultimatum which expired at 11.00 a.m. on the 3rd September. He also told us that when we reached the open sea we would be escorted home by the Navy. This, of course, did not turn out to be the case.

We left in the early morning of the 3rd September, taking with us a Pilot, and crept along the coast as much as possible. At 11.00 a.m. War was declared, and, as we were still in the Kattegat at that time, it did not look too bright for us. It was likened to a fox surrounded by a pack of hounds, but all we could do was to sail on regardless. That evening, just as we were about to drop our Pilot at the Skaw, a German reconnaissance 'plant flew very low over us and circled us a few times, but, as we were still inside territorial waters and there were a number of neutral ships around, he was unable to do anything, but flew away, probably to report our presence in the vicinity. I am certain that this was not necessary as I am sure the German High Command knew of our whereabouts from the time we left Finland. We kept close to the coast until dark and then set off for the Tyne.

Quite an amusing incident occurred on our way across. The ship had been blacked out to the best of our ability, using what material we could rake up. Lookouts were posted, day and night, but nothing was sighted, although we received messages of enemy subs. via S.O.S. On Tuesday morning at 3.00 a.m. the lookout man on the forecastle head struck the bells and reported to the bridge, as was usual in those days, "Lights are Bright, Sir". The Second Mate replied, and then suddenly remembered where we were and that, although the ship had been blacked out, the navigation lights had been forgotten. Who knows, but that may have been the reason we reached port safely. Did the Germans think that we were neutral because of our lights? Were they too busy looking for bigger and better targets to bother with us? Alas, we shall never know.

We reached the Tyne on Tuesday morning and, after discharging about 1,000 tons of phosphate which was still on board, we sailed to Portsmouth, accompanied by the "CAPE HOWE", where the Navy took both ships over. The "CAPE HOWE" was used as a store ship for the R.N. Atlantic Patrol; the "SABLE" as a "Q" ship.

J.K. Thompson.

A PARTY PIECE!! From an Officer on board M.V. "CAPE NELSON".

A party was arranged on board for the evening of Monday, 23rd August, whilst the "CAPE NELSON" was in Rothesay dock (Glasgow). The possibility of the vessel sailing during the evening did not materialise and by 2300 there was still much feverish activity in the Officers' Smoke Room. Captain Hunter had given the office staff ample warning and, as a result, the number from there seemed to indicate that this was an event eagerly looked forward to and we all hope that those individuals, whose attendance necessitated some inconvenience, found the evening worth their trouble.



innovation on this occasion was the introduction of "Name Tags" which not only did away with that most difficult of difficulties - keeping guests names filed away to be brought out at an instants notice - but also provided a novel form of conversational gambit.

Our guests began to arrive at 6.00 p.m., being met by Cadets Mitchell and Watterston and shown to their "Cloakrooms". A meal had been prepared upon arrival, which we believe may have been instrumental in persuading some from the far flung corners to attend. Our thanks are therefore extended to Mr. Clancy and his staff for making this possible and for the excellent buffet supper during the evening.

Music for dancing was provided by J.K. and his ensemble with assistance from Cadet Watterston.

An enjoyable evening, and an excellent means of bringing together the two "halves" of the Company. All the ship's Officers look forward to a future evening when a similar event can be arranged.

In closing, our appreciation and thanks to the Owners for providing the necessities.

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In connection with the above article we, the Office Staff, would like to thank the Master and Officers for a most enjoyable evening on board the M.V. "CAPE NELSON". By the amount of chit-chat that went on here the following morning the party was certainly a great success. We are also indebted to Mr. Clancy and his staff for the preparation of a meal which certainly was appreciated and, as was shown, the female members were not averse to washing up.

Once again our thanks to all for making this evening possible.

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#### INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: Voyages still sorting themselves out after the strike chaos which resulted in some unusual passages. Trading should favour southern routes in the next few months.

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

M.V. "CAPE RODNEY": Redelivers October at Marseilles from A/S Bulkhandling thence Tampa/New Zealand - phosphate, and from there to Japan with coal when vessel will dock for certain repairs and modifications for deeper loading.

M.V. "CAPE RONA": Redelivers October at Grangemouth from Seaboard thence Tampa/Australasia - phosphate.

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

M.V. "CAPE DALEMOS": Newcastle/Japan - coal, followed by Nauru/Fremantle - phosphate.

M.V. "CAPE MARINA": Tampa/New Zealand - phosphate, thence Newcastle/Japan coal, followed by phosphate to Australia.

CAPE "HAUGESUND": Due deliver beginning May, 1967, probably May Tampa phosphate nomination.

CAPE "HORTEN ONE": Due deliver July, 1968.

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



M.V. "CAPE FRANKLIN"

T.C.D. Hogg	Master
D. Gordon	1st Mate
E. Morrison	2nd Mate
G. Rae	3rd Mate
R. Faulds	Radio Officer
J. Bignell	Cadet
W. Jack	Chief Engineer
B. Sharp	2nd Engineer
A.R. Jack	3rd Engineer
I. Campbell	4th Engineer
R. McLean	Jun. Engineer
J. Green-Price	Jun. Engineer
M. Wilkes	Jun. Engineer
J. Robertson	Electrician
N. Carpenter	Chief Steward
A. Rendell	2nd Steward
G. Fullerton	Cook
J. Cathcart	2nd Cook & Bkr.
P.D. Sharman	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. Macleod	Radio Officer
J. Black	Chief Engineer
A. McDonald	2nd Engineer
I. Milne	3rd Engineer
I. Leggate	4th Engineer
J. Jenkins	Electrician
A. Randle	Chief Steward

M.V. "CAPE HOWE"

D.M. Taylor	Master
B. Kewley	1st Mate
P. Cooney	2nd Mate
P. Richardson	2nd Mate(ex.)
H. Chambers	Radio Officer
S.W. Stackpoole	Cadet
C.G. Gove	Cadet
B. Smith	Chief Engineer
D. Smart	2nd Engineer
W. Kinnear	3rd Engineer
A. Beaton	4th Engineer
J. McLeod	Jun. Engineer
J.W. Golby	Jun. Engineer
W. Grieve	Jun. Engineer
T. Pate	Electrician
J.P. Smith	Chief Steward
W.J. More	2nd Steward
L. Davies	Cook
P. Guidiskiss	Bosun

M.V. "CAPE NELSON"

A. Hunter	Master
W. Weddell	1st Mate
J.G. Jack	2nd Mate
D. Rankin	3rd Mate
J. Chamberlain	Radio Officer
G.R. Watterston	Cadet
E.G. Mitchell	Cadet
J. Allan	Chief Engineer
N. Nicholson	2nd Engineer
A. Harbinson	3rd Engineer
A. Seago	4th Engineer
J. Hannigan	Jun. Engineer
H. Connel	Jun. Engineer
L. Haines	Jun. Engineer
R. Knight	Electrician
J. Clancy	Chief Steward
C. Smith	2nd Steward
A. McGill	Cook
J. McFarlane	Bosun
D. MacKay	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	Chief Engineer
D. Campbell	2nd Engineer
J. Blackwood	3rd Engineer
K. Blight	4th Engineer
J. Stevenson	4th Engineer
R.T. McIntosh	Electrician
H. McKinlay	Chief Steward

M.V. "CAPE ST. VINCENT"

P. Smith	Master
J. Roberts	1st Mate
W. Andersen	2nd Mate
R.N. Ognall	3rd Mate
L. Cameron	Radio Officer
P.T. Smart	Cadet
M.D. Pickup	Cadet
W. Moore	Chief Engineer
G. Harrison	2nd Engineer
I. Kelly	3rd Engineer
J. McInnes	4th Engineer
J.T. Wallace	Jun. Engineer
R. Campbell	Jun. Engineer
J. Leiper	Electrician
M. Curr	Electrician
P. Coles	Chief Steward
K. O'Brien	2nd Steward
A.B. Sutherland	Cook
H.S. Kelvington	Jun. Engineer



Relieving S.T.S. "CAPE WRATH"PRESENTLY ON LEAVE

A. MacLeod Master  
 M. Dalby 1st Mate  
 A. Williamson 2nd Mate  
 J. Purdon 3rd Mate  
 R. Taylor Chief Engineer  
 J. Lincoln 3rd Engineer  
 J. Wightman Electrician  
 R. Shields Chief Steward  
 G.K. Perkins Cook

A.M. Fraser Master  
 C.G. Mallett Master  
 A.B. Sutherland Master  
 G. Anderson 1st Mate  
 J. Hetherington 1st Mate  
 J. King 2nd Mate  
 B. Lawson 2nd Mate  
 D. Gudgeon Radio Officer  
 W. Rennie Radio Officer  
 M.D. Brewer Cadet  
 I.S. Johnstone Cadet  
 R.S. Reid Cadet  
 P.R. Dyson Cadet  
 T. Skeffington Cadet  
 H. Ingle Chief Engineer  
 D. McLeod Chief Engineer  
 K. Malhotra 2nd Engineer  
 D. Ingram 3rd Engineer  
 A. Dias 3rd Engineer  
 J. Carmichael 4th Engineer  
 R.B. Wallace 4th Engineer  
 W. Hornshaw Electrician  
 E. Hutter Chief Steward  
 R. Sherriff Chief Steward

STUDYING FOR TICKETS

J.K. Thompson - Master  
 L. Hocking - Master  
 N. Battersby - 2nd Mate  
 C.V. Pearson - 2nd Mate  
 D. Anderson - 1st Class Motor  
 T. Hamilton - 2nd Class Motor  
 M. Daddy - Cook's Certificate

We are pleased to congratulate the following in attaining certificates - J.G. Jack, 1st Mate, H.S. Taylor, 1st Mate, and W. Kinnear, Part 'A' 2nd Class Motor.

We regret that G. Mains suffered an accident to an ankle and has been relieved temporarily by G. Harrison.

Mr. D. Cormack, who was not a Contracted Officer, has left our service and is presently employed by Silver Line.

Three Radio Officers, Messrs. McEachan, Mahon and Rowland, have decided to take up shore employment and have left us. We trust they will do well, but already we have a suspicion at least one has decided after a quick look ashore to head back to sea.

All who know Mr. D. Dempster, 3rd Engineer and Lyle's unofficial cartoonist (unpaid) will, we feel sure, wish to pass on their wishes for future happiness to him and his wife, Miss Yvonne McMillan. Their wedding took place on the 20th September. It was regretted by all that Mr. J. Carmichael could not officiate as Best Man on account of the "CAPE RODNEY" being delayed at Port Arthur.

All friends of Mr. G. Caughey and Mr. A. Hunter will be sorry to hear that they had to resign by reason of poor health.

National Sea Training Schools

In the above school it has been decided to name dormitories of new extensions recently completed after certain vessels. We are pleased to report that one of the names selected is to be "CAPE HOWE".



The main item of news is the sale of "CAPE WRATH". Like her sister she goes somewhat earlier than planned due to a number of factors and this means that unless exceptional conditions arise "CAPE HORN" will stay in the fleet for at least two years, by which time replacements should be coming into service. With the departure of "CAPE WRATH" the number of the fleet will reach the lowest for some time and, in answer to the obvious question, we would stress that no existing contracts will be terminated because of a temporary shortage of positions. The future fleet will be one of the most up to date in the country and as far as the U.K. is concerned it will be unique. We will be doing all we can to expand its numbers. Let us all take the present opportunity to ensure expansion is soundly based on efficiency.

Investigation has shown that a technical library to assist engineers studying whilst on board ship would be welcomed. Steps are now being taken to place such books on board in charge of the Chief Engineers for loan to junior officers studying for examinations. We are open to similar requests from the deck department if a need can be shown. As a further aid for Contract personnel, from now on the Company will refund the fees for correspondence courses taken whilst at sea in preparation for promotion examinations. The refund will be made on production of the appropriate receipt after successfully passing the relevant Board of Trade examination. Application to be made in writing to the Company, suitably supported.

Visitors to the office will see a change in the Crew Department's office layout. One room has now been allocated to Captain Love, whilst the other has been enlarged and accommodates Mr. Morrison, Captain Wallace and, when not on relieving duties, Mr. J.K. Thompson.

The Chairman presented a portrait of Lord Nelson to the Master of the namesake ship and Captain Hunter, having hung it in his cabin, now issues an appeal for any literature about the Admiral which is suitable for answering the inevitable questions.

To reduce cleaning work, the newbuilding ships will be equipped with stainless steel cutlery, and replacements for existing ships will be stainless steel in the future.

The Company tie is expected any moment now from the Manufacturers. To ensure that the ladies do not feel forgotten we are having a scarf produced with the same motif as the Company tie but the colour will be slightly different, to meet the feminine taste in the matter of what goes with what! The scarves are available to office staff, and Contract personnel for wear by their wives at a price to be announced but not more than one pound. Better place orders now and solve that Christmas present problem!!

#### CONTRACTS AND FREIGHTS

We remarked in our last edition on the collapse of freight markets, and the only descriptive phrase which comes to mind



now is that it remains 'flat as a pancake'. We must keep our fingers crossed that the normal seasonal improvement will actually arrive this winter. In the meantime we think we are reasonably well placed with our forwarding fixing.

A series of voyages on time charter to Seaboard have been finalised for the Haugesund building, covering business from Vancouver to either U.K. or U.S.N.H.

from Mr. L. Lincoln,  
S.T.S. "ELIZABETH",  
Houston, Texas 8.8.66.

Dear Editor,

Having been on board the ex "CAPE SABLE" for the last four weeks with her Greek crew I have seen many things which, thank goodness, one never sees on a British vessel.

While we were lying in Immingham I began to wonder what I had let myself in for, but with everything upside-down and no crew on board, I let it go at that. The engineroom staff which consisted of Chief, 2nd., and three 3rds., plus electrician were, at first, interested in the engineroom but after being at sea a few days the watchkeepers (the three thirds) didn't like it at all and all I could get out of them was "TOO HOT". The electrician, who had never seen or heard of a "barnacle buster" was fascinated with same and spent the first few days at sea pressing buttons and pulling switches, thereby keeping poor Sparks running up and down the engineroom like a Yo-Yo. In the end, Sparks had to threaten physical violence in order to restrain the "Lecky".

When there was any trouble in the engineroom (thank goodness not much), yours truly was called to assist. I would arrive down there to find all the engineers hanging around and arguing amongst themselves as to how the trouble could be sorted out. However, they would ask me and I would tell them and explain why, then they would have a furious arm-waving argument as to whether I was right or wrong. In the end I would have to threaten to walk out of the engineroom, never to return and they would begin to see things my way.

It is tragic to see the saloon being used in the way they use it. The engineers come straight from the engineroom in their "fighting gear", pausing only to wash their hands (sometimes) before attacking the macaroni with noisy relish.

During the voyage, I noticed that the Mate had his troubles also. The auto-pilot was never used, apart from three days when holds were being cleaned. This was due to some obscure argument between Master and crew, connected with overtime. When the Mate gave an order to a seaman there was invariably a furious argument between seaman and Mate, the seaman demanding to know precisely why he should be singled out for this particular job. SEEING IS BELIEVING!

The food on board was, to me, one oily mass, although I must say that the macaroni was good - the only Greek dish that I could eat and enjoy. However, the cook always managed to cook something edible other than the oily mass.

If it wasn't for poor old Sparks, who is a Scot and does it for the money, I would surely have been carried screaming over