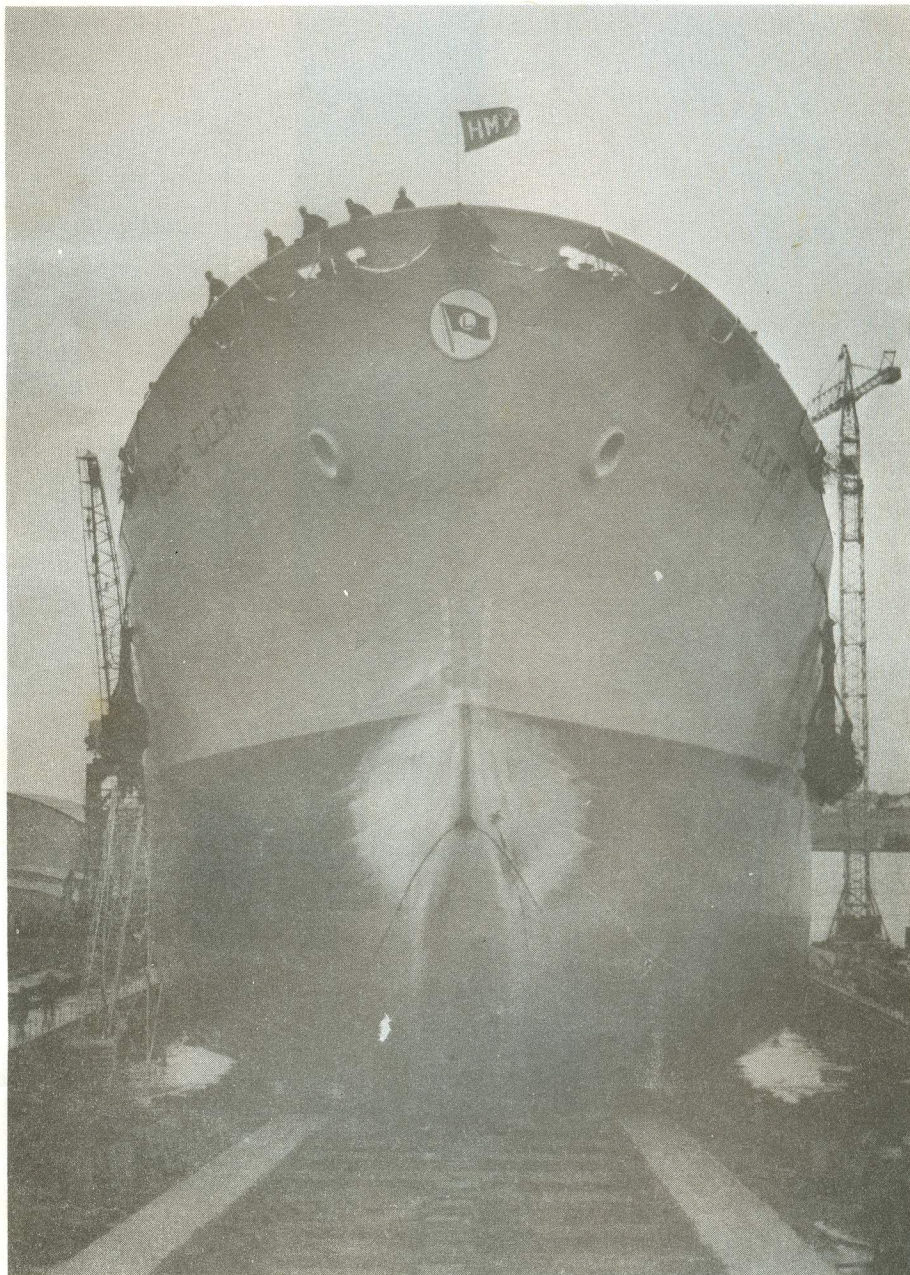




# **LYLE      NEWSLETTER**

---

13/67 - APRIL



LAUNCHING OF M.V. "CAPE CLEAR" -  
HAUGESUND, 21ST JANUARY, 1967.

---



The second part of the Pearson Report on the Shipping Industry has been published recently, and one can see reflected in its pages the extent of the changes which will take place in the British Merchant Marine during the next decade. Lyles are one of the two genuine "Tramp" Companies which contributed evidence to the report and, whilst we have reason to believe it was favourably received, we do not record the fact in any sense of smugness or complacency - the extent of the problem to be faced is becoming too glaringly obvious for that.

The standard of living at sea must continue to improve just as certainly as our "customers" are going to expect us to lift their cargoes at less and less cost. Keeping these two non-parallel lines apart is our problem and so far a complete answer has not presented itself. "Bigger companies" cry some but they do not necessarily mean more ships at sea under the red ensign, rather the reverse. Nationalisation is the cry of the desperate and "last ditchers". Nationally it may work (or may not); internationally it is a non-starter and shipping is, above all, international. No! The more you think of it the more you realise that we are all in the same boat and it is up to us all to make sure it does not sink underneath us.

You will read of the launch of the "CAPE CLEAR" elsewhere in this issue and, all being well, an account of the trials will appear in our next edition. For commercial reasons the delivery of Horten No.1 is likely to be mid-1968, with the remaining vessels of that Class following at approximately six-monthly intervals. We have, with the co-operation of the Horten Yard, made some changes in the accommodation of this Class, designed to improve living conditions. We will also include a gymnasium and, although "CAPE CLEAR" is completing too early to do the same, she will be supplied with certain items of "keep fit" equipment.

The time may come when you will pad your way along a carpeted alleyway if an experiment to be carried out in "CAPE CLEAR" proves a success. A revolutionary new type of carpet is being laid in a heavy traffic area for testing purposes. It is supposed to be the last word and claims for it suggest that cleaning and maintenance are simplified considerably. On our side we hope that it will end the water which is surreptitiously deluged on alleyway decks to the ultimate detriment of the steelwork. Horten yard No. 159, now the "SAGA SWORD", ran trials in February and being the first of her Class naturally we were interested to see her and an account appears elsewhere. Her main external difference is the presence of a sixth crane, as opposed to our own, which will carry five, being the number which we consider sufficient for trading purposes. "SAGA SWORD" looked impressive and purposeful, if not altogether beautiful.

Another mishap to record, this time to "CAPE HOWE" which has once again upset our calculations. On this occasion she spent nearly three weeks alongside in port at Falmouth, repairing hull damage which had been detected during the current voyage. Now underway once again, we fervently hope that it will be plain sailing for her for some time ahead. On the other side of the world "CAPE RODNEY" has been trading for our account, and reports indicate that she has done well and favourably impressed her Charterers.

Whilst we have been fortunate in obtaining a number of contributions/



contributions, we would still welcome more participants in the News Letter and assure you that anyone who will pick up his pen and donate an article, letter or item of interest will assist us very much in maintaining the variety.

#### PERSONAL

J.P. Agnew: We are pleased to reproduce, opposite, a photograph of the Chairman, taken on the occasion of his being awarded an Honorary LL.D. at Strathclyde University in recognition of his outstanding services to that University and education in general during his association with the Commercial College of Glasgow.



Mr. T. Rebanks: To our intense regret, instead of recording the retiral of Mr. Rebanks after thirty-eight years service in Lyles, we have to express our sincere sympathies with him in his serious illness, from which he is fortunately making a good recovery. Due to ill health, Mr. Rebanks will not now return to the office before retiring and we hope that he will enjoy his well earned leisure for many years to come after he has recuperated from his present illness. All who have known and worked with Mr. Rebanks will be sorry to see him depart. His integrity and loyalty made him a valuable member of the firm he served so long and well. Our good wishes are extended to him and to Mrs. Rebanks who has been such a source of comfort to him in his recent illness.

Miss A. Bell: With great pleasure we welcome back Miss Bell after her long illness and convalescence. Now back on a full time basis, she is eagerly catching up with her normal duties.

Mr. H. Mackinlay:/



Mr. H. Mackinlay: His sudden death at sea in "CAPE RODNEY" was a dreadful shock to all his friends. It was his first trip after having been in hospital in Australia for an operation and this sudden end was most unexpected. Mr. Mackinlay had been due to retire in the near future and it is tragic that he did not live to enjoy his rest after long and loyal service to this Company. His many friends will mourn his passing and join in expressing our deep sympathy with Mrs. Mackinlay and her daughter.

#### INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: Unusually varied ranging from Black Sea to Murmansk - Africa, Mediterranean and North Atlantic.

M.V. "CAPE CLEAR": Tampa/New Zealand - Phosphate, thereafter working to Vancouver for Time Charter trip for U.S.N.H. or U.K.

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

M.V. "CAPE RODNEY": Bunbury/Immingham - Ilmenite; Drydocks for cleaning and painting, thence Tampa/Port Lincoln and Adelaide - Phosphate.

M.V. "CAPE ST. VINCENT": Redelivered from A/S Bulkhandling Time Charter at Belfast. Presently on Tampa/Adelaide - Phosphate, followed by Port Kembla/Japan - Coal.

M.V. "CAPE RONA": B.C./U.K. - Time Charter, thence Rotterdam/Japan Pig Iron, followed by Time Charter B.C./U.S.N.H. or U.K.

M.V. "CAPE DALEMOS": Tampa/Geelong - Phosphate, thence Port Kembla/Noumea - Coke, followed by Newcastle/Rio de Janeiro or Santos - Grain.

M.V. "CAPE MARINA": Tampa/Brisbane and Newcastle - Phosphate, thence Geelong/Japan - Grain, followed by Nauru/Australia or New Zealand - Phosphate.

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

M.V. "CAPE HORTEN TWO": Due deliver end 1968.

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

-----  
Extract of Letter received from Captain T.C.D. Hogg,  
M.V. "CAPE FRANKLIN" at Iljichevsk, 2nd January, 1967.

The Pilot was picked up at Canakkale for the passage through the Dardanelles, the Sea of Marmara and the Bosphorus. I had considered proceeding to Istanbul without a pilot, but the Black Sea pilot advises taking a pilot, due to the density of the traffic now using this area, so this was done. Canakkale lies approximately twelve miles inside the Dardanelles and this is where the vessel receives clearance for the passage through Turkish waters, and it is at this point where the Dardanelles is narrowest and, with a fairly strong current and two right angled turns, this could prove to be a rather tricky spot if there was a lot of traffic, and having to stop for clearance just there makes it all the more difficult. I think with experience in this area a pilot could be dispensed/



dispensed with, but I will be taking a pilot when the vessel is west bound.

Iljichevsk lies about eleven miles SSW from Odessa and is a fairly new port. It has been in operation, as far as we are told, about six years and consists of an inner and outer basin. We are lying, as are most of the shipping in the outer basin, just inside the entrance of the port. The port seems well served with cranes and our method loading is grabs on cranes taking cargo from a dump on the quay.

The approach to the port is straight forward and the navigation lights of the port and the adjacent coast are good. Since we had no chart of the approaches we drew a chart with the information that could be got from the small scale chart and all information that could be got from the Pilot Book, and it turned out to be fairly accurate.

-----  
Captain C.G. Mallett,  
M.V. "CAPE NELSON",  
Pepel,  
Sierra Leone.

Dear Editor,

It has been considered aboard that your readers might be interested in our recent visit to Pepel, in Sierra Leone, to load Ore for Holland.

As most of your readers will be aware, the port of Pepel is situated about 15 miles upriver from Freetown. Pilotage from Freetown is carried out by European pilots employed by the mining company. Channel is unlit so that passage is undertaken during daylight hours only.

Port is now provided with two ore berths, one new berth and one old berth. At the new berth, ships are moored alongside in the usual manner and rate of loading is fairly rapid. The second berth however, where incidentally this vessel loaded, is slow and old fashioned. It is, I understand, the original berth as built for the port opening over thirty years ago. The loading plant is fixed so that vessels are required to move up and down to load. Strong tides prevail in this area and especially the ebb tide, so that ships can only be moved when the tide is suitable. Shore springs are provided for each end, made fast to the small jetty. Ships are moored fore and aft to buoys. At each shift European pilot is required to be present. However, it was soon discovered that this European supervision is for shifting only and not loading. It was found that this, in regard to loading, was just nil. Personally this was my first visit to the port but I understand that formerly a European was in charge of the loading but this official has now been replaced by an African. As usual, in this type of vessel this official was handed, on arrival, a list of cargo required in each hatch both for the first and second runs, then the usual amount to be left to the end for trimming as required. Loading and shifting was only carried out during daylight hours but, even so, it was found impossible to get any information in regard to the amounts loaded, or when it was expected that vessel would be required to shift. Due to the strong tides it was difficult to get an accurate draft from the deck so that each time a launch, kept in the vicinity for this purpose, had to be summoned. This berth is also used to discharge oil tankers and should an ore carrier be unfortunate enough to be loading on arrival of a tanker, then the ore vessel must move off to the side.



three days in Pepel. Although the actual loading is fast enough, time is lost through the old fashioned method of mooring, having to load in accordance with the tides and only being able to sail at slack water and during daylight hours.

However, if the loading is very poor the social side of our visit was very good. Formerly, I understand, ships crews were not allowed ashore at Pepel. However, quite recently the authorities decided to relax this rule. I was informed that ships' officers would be welcomed at the local Club which boasts a large swimming pool and a bar and canteen. The Club was built by the Mine Management and is run by the local Europeans. Both bar and canteen were well stocked, with two exceptions - draught beer and crisps. Both of these we had, of course, ample stocks aboard. As you can imagine, we had plenty of visitors to sample the cold draught beer and the crisps! We were pleased to do a little entertaining which we all considered was a slight repayment for the hospitality we received ashore. Another ship was also loading in port at the fast berth - a Norwegian vessel and quite dry, so that they were quite devoid of visitors, whereas they flocked aboard "CAPE NELSON"! I personally met and was entertained by the Port and Railways Manager and the Marine Superintendent, and complained about the poor loading. They both admitted that this was far from good. Unfortunately this is an aspect of the West African countries nowadays that is on the increase, that duties formerly carried out by a European are now being carried out by an African, with the resultant loss in efficiency.

Another item of news from this part of the world is that Decca Navigator Company are presently busy surveying and placing posts on the numerous islands in the vicinity in readiness, it is hoped, to eventually handling 50/60,000 ton Japanese vessels in the near future.

- - - - -

#### Story from Teeside

Fully automatic vessel recently left the Tees on her maiden voyage. After some hours steaming, Chief Engineer hurriedly called to the engineroom. On going below he discovered 2nd Engineer holding the fuel control lever and with a wedge jammed behind it. Mr. Second complained that the lever would persist in springing back. After Chief had confirmed this he made his way to the bridge and reported to the Master that he would have to stop. Master's reply "Thank God, I have been trying to stop for the last few minutes".

- - - - -

#### Finale

We have heard recently that the M.V. "MARINE DISCOVERER" ex "HAPPY SUNSHINE" ex "CAPE NELSON", built in 1942, as "OCEAN VULCAN" has been sold to Far East Shipbreakers and the M.V. "WORLD PINK" ex "CAPE HOWE", built 1943, has been sold to Formosan Shipbreakers.

- - - - -



TRIAL TRIP OF M.V. "SAGA SWORD"

Messrs. Marinens Hovedverft kindly invited one of the Directors and two Superintendents to the Technical Trials of the "SAGA SWORD". They, of course, knew that we were interested because she is similar in many respects to the three vessels we are having built at their Yard. As the plans for our Horten building are about completed, this invitation was a brave move as they knew we would be examining every aspect of the ship and, as a result, might wish our own design changed.

It does show a certain amount of trust that we would not, and as it happens, we are very pleased to note that our own ideas regarding layout and equipment to be used did not require to be adjusted. Many will have been on board Norwegian vessels and thought some of their ideas could be incorporated in our own plans and their methods of running ships used. We feel sure our own vessels will be no less efficient or comfortable than the "SAGA SWORD".

Sometime ago an article was written concerning the trials of a vessel from the same yard. This present trial differed, in that, it was of the technical type and not such as the handover trial last described. This meant that more boiler suits were in evidence with more attention to working details and recording of data. The weather was considerably poorer also, so much so that the Radar was constantly in use. The trials took place off Sandefjord.

The Shipyard pilot seemed to have the situation well in hand, however. When not piloting ships he runs the yard's Transport Section.

Much of the auxiliary equipment is different to ours but what was the same, we were pleased to note, gave a trouble free performance. The Radio Station was installed by a subsidiary of I.M.R. and the Echo Sounder, Whistle, Steering Gear, which is made by Porsgrun, are the same as ours. The Radio equipment is more powerful on board the "SAGA SWORD" but, of course, the Norwegians keep in touch with Rogaland all the time, whereas we have the Zoning system, which does not call for such a powerful set. Radio Officers will be pleased to know, however, that our set is 750 Kilowatts. The "SAGA SWORD'S" power is 1250 Kilowatts. We shall have Whip Aerials on trial on the "CAPE CLEAR", which we trust will be another step forward.

One of the main interests on a trial is the average speed over the measured mile on two runs. The average was estimated at 16.61 knots but the consumption on such a short run is never accurately calculated. The "SAGA SWORD" has the conventional bow, so naturally we shall all be very interested to see how our first vessel, to be built by Marinens Hovedverft, Horten, will compare, being fitted with a bulbous bow. A speed of 17.4 knots on a ballast run should be possible. From time to time in the future, we shall try to obtain speeds and consumptions from the Owners of the "SAGA SWORD" as an interesting comparison.

Being a technical trial, no speechifying was indulged in and we understand this vessel was being taken over by her new Owner when alongside, which we considered unusual. This shows a great deal of trust in the Builder, in that the Owner must consider all points his staff have raised must have had good attention.



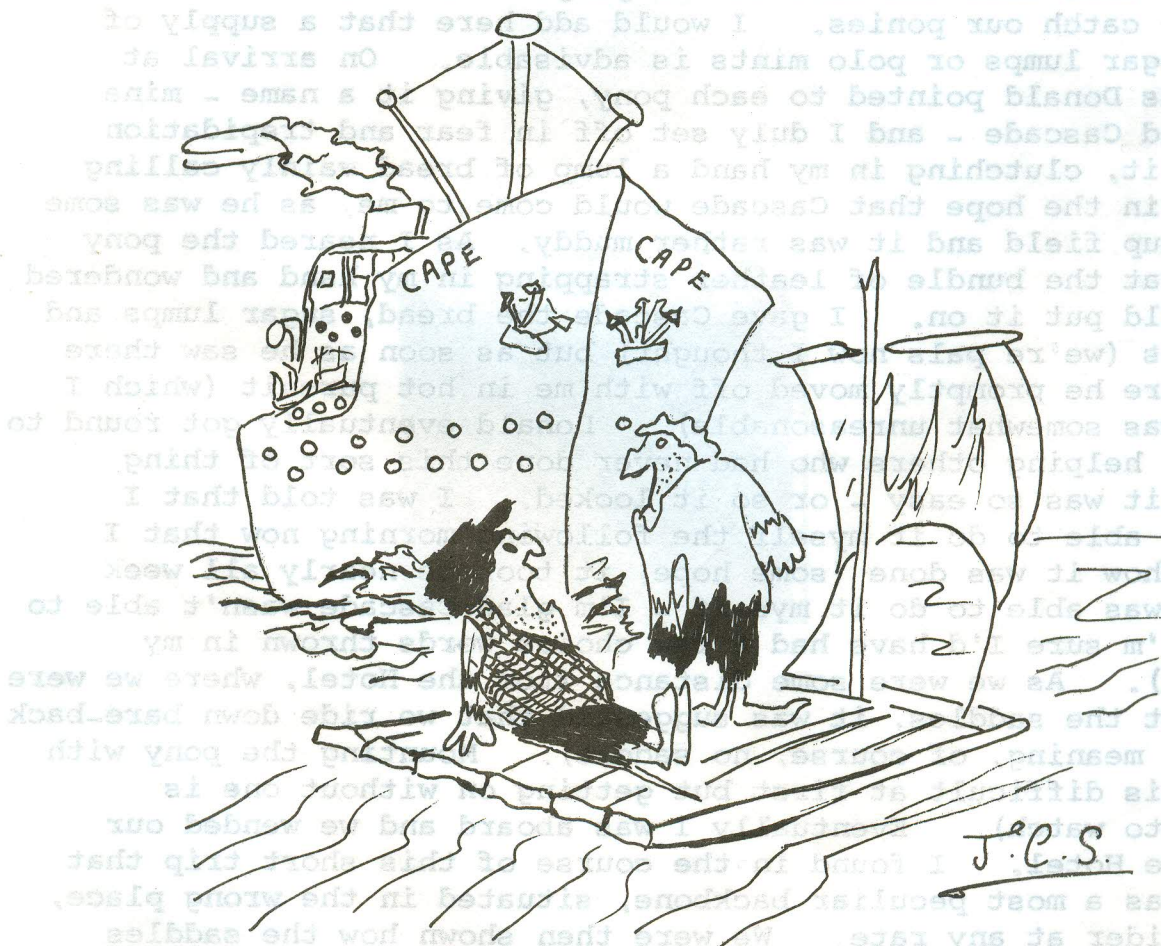
We were most impressed by the attention the Builders gave us, causing a certain amount of embarrassment to us, as one would think it was we who were taking the ship over.

To Engineers a point of interest was the number of starts obtained from one conventional sized air bottle - this being twenty-three. Another aspect we noted with pleasure and relief, was the ease with which the hydraulic windlass lifted both anchors and cables at the same time. One would have thought there was no weight on the machinery at all.

All in all we were most satisfied with what we saw and the few hitches observed were caused by auxiliaries which were not being installed in our own vessels.

The "SAGA SWORD" is equipped with six cranes, similar in type to those to be installed on the "CAPE CLEAR". We had the opportunity to have a good look at these cranes the following morning when the vessel was alongside, and were impressed by their manoeuvrability and ease of control. The Superintendents had the opportunity of manoeuvring these cranes and, apart from one or two small suggestions, were very satisfied. One pleasing feature, apart from the actual operations of the crane, was the lack of noise in the cab which it is known causes Stevedores in many countries a certain amount of annoyance.

In view of all seen during this trial we look forward to our new buildings in Horten with confidence.



AS OFFICER OF THIS  
WATCH I SAY WE



There are many ways of spending a holiday and a few years ago I thought I would try pony trekking. Never having been on a horse before, this was quite an adventure. The area chosen was Glenisla, not far from Devil's Elbow on the road between Blairgowrie and Braemar, an ideal area. The words "pony" and "trekking" are a bit misleading - I will not show my ignorance here and just say they were large ponies and we wandered around quite a bit.

I arrived at the hotel on the Saturday and operations? were to commence at 10.00 a.m. the following morning. On chatting to other participants that evening, I learnt to my horror that the ponies were not brought to the hotel already saddled and bridled, but that we had to go out to the fields and catch them. Some joker who had been there the previous week told us all about the different peculiarities each pony had, such as kicking, biting and bucking, and that a few people had suffered as a result. At this stage I was ready to return home immediately but was persuaded to stay.

Next morning, wearing an assortment of clothes plus heavy shoes and with picnic lunch, cycle cape (an ideal piece of equipment in case of rain), and insect repellent (the reason for this piece of equipment is made clear in a later part of my story), we went to meet Donald, the man in charge of the trek. There were eighteen of us in our group and we had explained to us the few do's and don'ts of trekking. We were each given a bridle, (for those not in the know, the thing that goes over the horses head) and also told the name of our pony. Then we set off to the fields to catch our ponies. I would add here that a supply of bread, sugar lumps or polo mints is advisable. On arrival at the fields Donald pointed to each pony, giving it a name - mine was called Cascade - and I duly set off in fear and trepidation to catch it, clutching in my hand a lump of bread vainly calling its name in the hope that Cascade would come to me, as he was some distance up field and it was rather muddy. As I neared the pony I looked at the bundle of leather strapping in my hand and wondered how I would put it on. I gave Cascade the bread, sugar lumps and polo mints (we're pals now I thought) but as soon as he saw there was no more he promptly moved off with me in hot pursuit (which I thought was somewhat unreasonable). Donald eventually got round to me, after helping others who had never done this sort of thing before - it was so easy - or so it looked. I was told that I should be able to do it myself the following morning now that I had seen how it was done (some hope, it took me nearly all week before I was able to do it myself - I'm glad Cascade wasn't able to talk or I'm sure I'd have had a few choice words thrown in my direction). As we were some distance from the Hotel, where we were to collect the saddles, it was suggested that we ride down bare-back (the term meaning, of course, no saddle). Mounting the pony with a saddle is difficult at first but getting on without one is comical (to watch). Eventually I was aboard and we wended our way to the Hotel. I found in the course of this short trip that a horse has a most peculiar backbone, situated in the wrong place, for the rider at any rate. We were then shown how the saddles were fixed and at long last came under starters orders. We left the Hotel in an orderly line, Donald leading and a young chap at the rear to close the gates, pick up stragglers, etc. Off we went over the moors, up and down hillsides, through forests (I never realised there were so many different flying creatures until/



until I had been amongst these trees on horse back - it was murder!), fording rivers, stopping for our lunch and then a break in the afternoon, supposedly to give the horses a rest. I must admit that I was also glad of the rest that first day because my rear end was a trifle sore. On our return to the Hotel around 5.00 p.m. we had covered quite a good distance over some of the most beautiful countryside far away from any roads. The ponies were then brushed down and taken to the fields ready for the pantomime to start again next morning. That evening in the Hotel the two main topics of conversation were - "Your pony and its characteristics" - and also ones aches and pains. However, as the week wore on these soon vanished and one began to think of greater things (entering for the White City Competitions). We could now make the horse trot and canter and, if you had a good pony, gallop and even jump. We were all very sorry when our week came to an end, our only casualties being one horse and one female, both stung by wasps (poor girl, the horse was stung first, threw her and she landed in the wasps nest. For those of you who are interested, she was able to sit in the saddle again).

I sincerely hope that I have not put anyone off pony trekking and must admit that in spite of what I have written above, the call of the ponies has taken me back to Glenisla a good few times since that first occasion - or is it really the social side of it, after a day's trekking?



Damsel in distress!



Under starter's orders!





This view of the shipyard at Horten is taken from across the bay on the main approach road to the town from Oslo and, although this picture is in black and white, the original coloured photograph, taken in the middle of summer, gives one a very favourable impression. Even after a great number of visits, the writer has not seen it in such ideal conditions, in fact, nine months passed before he realised, when the snow had melted, there were actually pavements and cobbled streets; houses thought to be bungalows were in fact two-storey!!

Haugesund, we are informed, has climatic conditions similar to our own - rain all the time! In Horten the occupational hazard is the snow and when one considers the amount which falls, the duration it remains and the freezing conditions accompanying it, it says a lot for the shipyard's programming when a vessel can be completed, including the outside paintwork, under such conditions, ably assisted of course by the iron constitution of the employees - Eskimo or otherwise.

The township nestles on a hillside and partly overlooks the shipyard which, as will be seen again from the photograph, is situated on a promontory jutting out into the bay. The population is reputed to be about 10,000 and, the majority of these being employed at the yard, night life is practically non-existent and where the reported population generally hibernate after working hours has still to be found but, by the size of the families, time is definitely not spent watching television!! The centre of the town is the square around which are shops and the local cinema, the square itself being the car park both for summer and winter use, but is either elevated due to packed snow or sunken owing to mountains of cleared snow. Whether or not it be/



be due to the U.K. contracts placed at Horten, one cannot say, but the European edition of the "Daily Express" can be obtained at the Bookstall in the square, admittedly the previous days issue, this being occasioned no doubt by the slightly isolated position of the township.

The shipyard has long associations with the Royal Norwegian Navy and is itself sited within, and surrounded by the Naval base units. Referring again to the photograph, this shows vessel No. 159, first of the Class similar to ours and three specialised frigates, all at the fitting-out quay. Forward of "159" is a small drydock used mainly by the Navy, and the two large buildings shown are the old Naval storing houses where in days gone by, possibly Viking, vessels sailed right into a little Canal between these stores and in this way were stored direct. The church spire is of the garrison or base church, situated in the grounds outside the shipyard, and further to the right again is a section of the base quarters. Behind 159 is the plating and steel fabrication shop. At the stern the building shown comprises of engine works, electrical shop, joiners shop, paint shop, stores, etc. On the land side of the frigates is the berth where our vessels will be built and out of sight behind the engine shop is a large drydock and this is also utilised as a building berth; on the hill above that again part of the Naval establishment.

Our associations to date have been very cordial; the yard personnel from top of tree down are very friendly indeed and most anxious to assist, though there are and have been instances where the assistance is coupled with an "extra price", these being the first two words the writer learned to understand in the local dialect and refute with a good Scots "No"!

One can always find chinks in the other's armour and/or customs but this "Epistle" is written with tongue somewhat in cheek and we know by experience that our Norwegian friends have at least learnt to appreciate the Scottish sense of humour, and I personally look forward to a long and happy association.

Have you heard .....

The Union-Castle Line have claimed that after air travel, the mailship service is the fastest way of getting to South Africa. The Ford Motor Company have now challenged this assertion and have offered to match the Corsair 2000E against the Liner "WINDSOR CASTLE" on the voyage from Cape Town to Southampton.

The car and liner will both leave Cape Town at 4.00 p.m. on May, 10th and Union-Castle say there is little doubt the ship will berth at Southampton at 7.00 a.m. on Monday, May 22nd, after a voyage of 11½ days. This is the target the Corsair has to aim at.

The route the Corsair will take is through the Republic of South Africa, Rhodesia, Zambia, Tanzania, Kenya, Uganda, Congolese Republic, Central African Republic, Chad Republic, Cameroun, Nigeria, Algeria, including 1,600 miles of some of the most rugged and difficult trans-Saharan terrain, crossing by air from Algeria to Marseilles, then through France to Calais, crossing by air to Lydd, and from there to Southampton.

The present record for this run is 13 days made 2½ years ago



LAUNCH OF M.V. "CAPE CLEAR".

The launch party, five in number and all Scots, left Glasgow Airport for Norway via London, in a Greek Airliner on the morning of Thursday, 19th January. This somewhat internationally flavoured journey to Haugesund was in all respects most comfortable, including the short sea passage from Stavanger to Kopervik, which is perhaps surprising considering the season of the year. Upon our arrival at Kopervik we were met by the Managing Director of the Shipbuilders, accompanied by one of his assistants, and the party was driven to the Saga Hotel in Haugesund, arriving there shortly before 8.00 p.m.

After a rather fitful night's sleep, during which various experiments were made with the slightly unusual type of Norwegian bedclothes in order to obtain the optimum thermostatic setting, we partook of our first Norwegian breakfast, and it would be correct to say that our impressions were very good indeed.

On Friday morning, the ladies of our party were escorted around the town of Haugesund by the City Architect, who obtained his training at Aberdeen University and as a result had many Scottish friends. We were entertained then to lunch in our Hotel by the Shipyard Directors and the lunch guests included representatives of the Norwegian Shipping Press and the local Authorities. The afternoon was spent in walking around the shops in Haugesund, where we obtained some small attractive mementoes of our short visit to Norway. In the evening we enjoyed a magnificent dinner party at the home of the Managing Director of the Yard, and it would be appropriate to recognise here the very kind hospitality accorded to us by the Managing Director and his wife, Mr. and Mrs. Sandved.

A watchful eye was being kept on the weather, which to date had been very similar to our own at this time of year, with strong winds and rain, but strangely enough there was no snow in sight.

On Saturday morning, the day of the launch, there was little change in the weather, and a very strong breeze persisted. The launch was timed for noon, and fortunately the wind, although still very strong, was blowing from a favourable direction as far as launching operations were concerned. While we assembled in the Shipyard offices prior to the ceremony, we were entertained by the local schoolboys' brass band and the boys gave a First Class performance, considering the very cold and blustery conditions prevailing.

Shortly before noon the guest were escorted to the launching platform to the stirring sounds of pipe music, broadcast over a public address system, not performed locally however but specially imported in canned form from Scotland! Following customary introductions by the Managing Director of the Yard, the Sponsor, Mrs. Jill Fulton, was invited to name and launch "CAPE CLEAR", and instead of our more customary method of "Swinging the bottle" the Sponsor cut, with a beautifully ornate pair of scissors, a coloured ribbon suspending the Champagne over the bulbous bow, and seconds later the "CAPE CLEAR" moved smoothly down the ways, accompanied by much cheering from the Yard folk and the usual noisy greetings from the tugs standing by. Before cutting the ribbon, the "CAPE CLEAR" was christened by the Sponsor both in Norwegian and in English, and in this sense the/

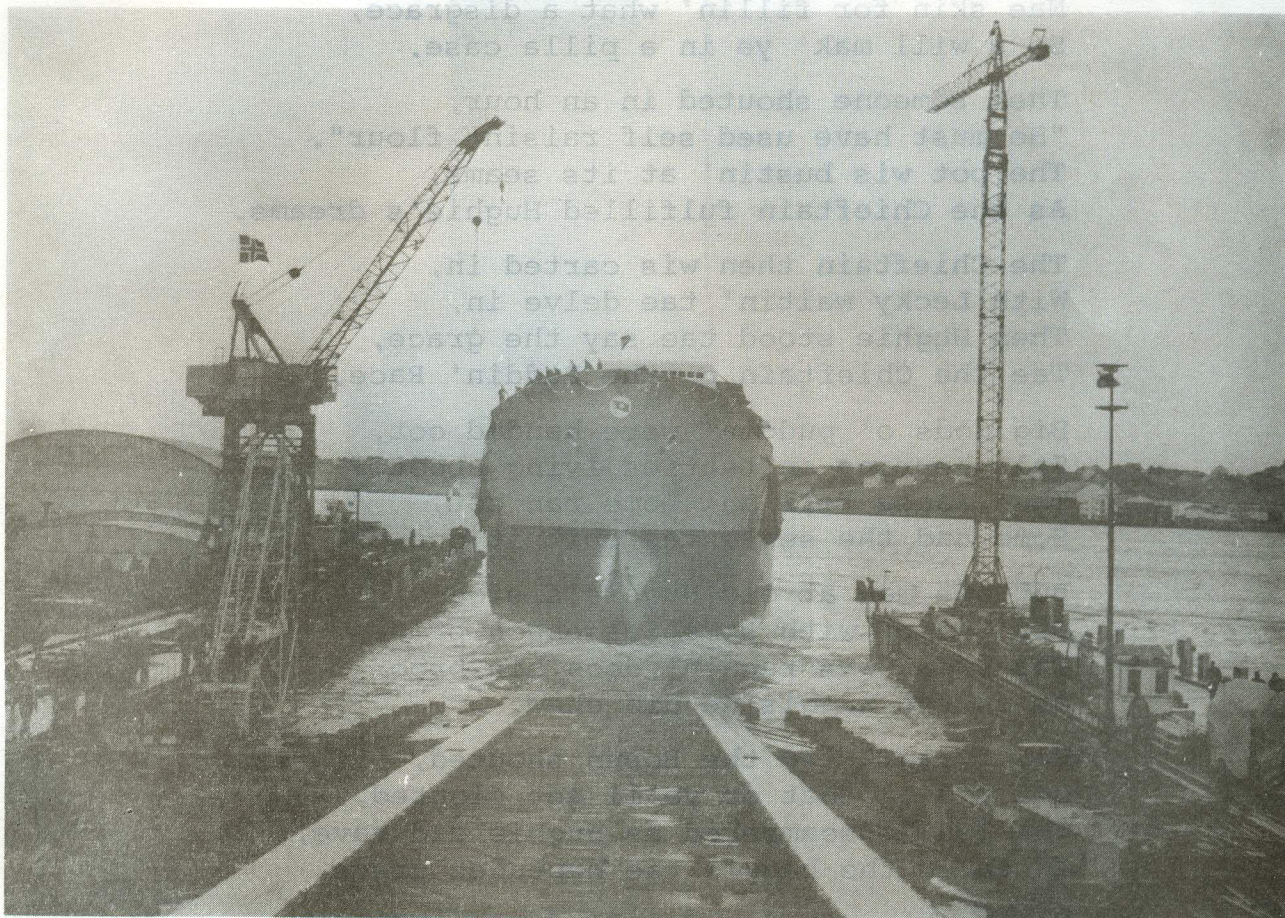


the ship might be described as having a dual personality!

After the ceremony, an informal reception was held within the Yard canteen, where the guests were able to sample copious quantities of delicious Norwegian Smorgasbord. A formal dinner was held in the evening in Haugesund, and a very friendly exchange of speeches was made by the Builders and the Owners. The guests were then invited to enjoy some very energetic dancing after dinner, and a thoroughly enjoyable evening drew to a close in a blizzard at 2.00 a.m. on the following morning.

At a fairly early hour on the Sunday morning, a small Scots expeditionary team, two in number, left Haugesund on foot and returned to the Hotel some three hours later with vivid descriptions of the sights of Spitzbergen and the many wonders of the Arctic Circle encountered on their trip, or so they would have us believe! The explorers had just sufficient energy to join the remaining members of our party for lunch at our Hotel, which took place around 3.30 p.m.

The Owners' party were indeed sorry to leave Haugesund when the appointed hour arrived on Monday morning, and it was with very great regret that we had to take our departure from our kind and most hospitable Norwegian friends, upon boarding the Helicopter to take us to Bergen, and then home to Prestwick.



We have heard recently that the M.V. "MARINE DISCOVERER" ex "HAPPY SUNSHINE" ex "CAPE NELSON", built in 1942, has been sold to Far East Shipbreakers.



"The Bosun's Haggis", by D.G.T. Dempster.

The 25th day of the first,  
When many a man does wet his thirst,  
Salt herring and tatties the table grace,  
With the Chieftain o' the puddin' race.

Great Scotsmen from the world ower,  
Await the haggis tae devour,  
The men on board the "Howe" were true,  
Tae Rabbie Burns thro' Bosun Hugh.

Some sleekit cowrin' tim'rous Super,  
Had auld Hughie in a stupor,  
As some man from across the border,  
A haggis man forgot tae order.

O' Hughie man we thought ye braw,  
Tae mak' a haggis like yer maw,  
Nae meal or brawn or meat or liver,  
At first had Hughie in a dither.  
With porridge oats and some old stew,  
They left the galley tae Old Hugh.

O' Chieftain o' the puddin' race,  
A will dae ma best tae keep your face,  
Nae skin for fillin' what a disgrace,  
So a will mak' ye in a pilla case.

Then someone shouted in an hour,  
"He must have used self raisin' flour".  
The pot wis bustin' at its seams,  
As the Chieftain fulfilled Hughie's dreams.

The Chieftain then wis carted in,  
With Lecky waitin' tae delve in,  
Then Hughie stood tae say the grace,  
Tae the Chieftain o' the Puddin' Race.

Big dods o' puddin' were handed oot,  
Salt herring an tatties lying aboot,  
Then faces fell an' some ran oot,  
Some had the sense tae spit it oot.

But one man at old Hughie's side,  
Old Chippy with some Sassenach pride,  
The sweat was runnin' doon his broo,  
As on the haggis he did chew.

Hey "Peggy" lad the Bosun shouted,  
Get rid o' that or ye'll get clouted,  
The lad he scampered as Hughie did rave,  
An threw the haggis tae Neptunes grave.

Now Hughie stood and called tae order,  
"Don't blame me, blame Mr. Border".

GLASGOW SHIPOWNERS' BOWLING LEAGUE.

After the article in the previous magazine about our exploits in the ten-pin bowling competition, I am sure you have all been on tenterhooks wondering what our final league position was!!

As can be seen from the table, the league ended on a very



FINAL LEAGUE PLACINGS.

	P	W	L	D	Pts.	
City Strikers	24	18	6	0	36	- City Line
Lyle Argonauts	24	18	6	0	36	- Lyle Shipping
The Trustees	24	15	9	0	30	- Clyde Navigation Trust
Blue Fliers	24	13	11	0	26	- Blue Funnel Line
City Hammers	24	10	14	0	20	- City Line
Clan Comets	24	6	18	0	12	- Clan Line
The Roxies	24	4	20	0	8	- Roxburgh, Colin & Scott.

A three game play-off took place on the 23rd January. City Strikers were favourites to win as they had already beaten us in three out of four games during the competition. However we were confident that we could win. Well, as it turned out, our confidence was fully justified as we were victorious in the first two games and, of course, that meant we were LEAGUE CHAMPIONS! Both games were extremely close. In the first, we ran out winners by four pins and the second one was really tense as our winning margin was only three pins. I think each member of our team lost weight, judging from the sweat "lashing" from our brows! Actually the result of both games depended on how their last man to bowl scored, and in both instances he completely muffed comparatively easy shots (shouldn't imagine reason was because we were all standing on his toes, trying to break his arms, etc!!!).

The Prize-giving ceremony was on the 6th February, and each player in our team was presented with a handsome plaque to commemorate the win.

On the same night we received our prizes, another ten-pin bowling competition was started due to the tremendous success of the previous one. In order to make this one even more exciting, a handicap system was brought into force, whereby the low scoring teams received quite a number of pins over and above their basic scores. Scoring routine was also changed. The team scoring highest number of pins each night (this included the handicap of course) was awarded six points, second highest received five points and so on, with the lowest scoring team "boosting?" their total by one point.

We naturally had quite a task on our (bowling) hands, as two or three teams had a flying start of about 150 pins over us as a result of their handicaps.

Games were again played on Monday nights at the Hampden Bowl, this time from the 6th February to the 20th March, resulting in a total of seven nights. This meant that forty-two points was the possible maximum; six teams participated. Our team retained their sparkling form, ending up with a total of thirty-six points, which was really good scoring and was easily enough to ensure that we came out on top yet again. The Roxies with thirty points came in second and this proved the success of the handicap system, as of course, they had finished bottom of the previous league.

Again each player in our team was presented with a handsome plaque and the night came to a close with a big vote of thanks to Mr. Eddie Trainer (J. & J. Denholm Limited), who had faithfully kept records of each team's points, the average score of every player, etc. throughout the competition, which was no mean feat!!!

Both tournaments were really enjoyed by one and all and a host



Letter received from M.V. "CAPE ST. VINCENT" at  
Belfast, March, 1967.

Dear Editor,

OLD SALT PAYS VISIT.

During our recent visit to Belfast in March, it was a delight to be able to welcome a very old servant of the Company, in the person of Mr. Scollay, now retired to pastures green since 1959.

Mr. Scollay was Bosun in many vessels of the fleet during his very long period of service with the Company and he was, in fact, Bosun with our present Captain Wallace's father - that gives one a fair idea of his length of service. He was one of the old school, and I am quite sure those in the Company who sailed with Mr. Scollay will agree with the writer that he was really a tower of strength on any vessel he served in and also a very loyal man. At times it appeared as if he was doing the work of at least five men. I have never come across a man who could splice a wire so quickly. If a runner wire on a winch, when working cargo, required a new eye, Mr. Scollay would have it off the winch in no time, and the splice usually took him about four minutes, the strands seemed to just bend to his will. He would have been the ideal man for the present day Stores Control, as he could really make the stores spin out, and he could not tolerate waste in any form.

Despite his seventy-four years he looked very fit indeed, agile and alert. I took him for a tour of the vessel, and he appeared to be most interested in all he saw, as he made remarks as we went along. His memory amazed me when the conversation turned to Ancient Mariners, past and present. The clock was certainly turned back, hard times spoken about, amusing incidents, and not so amusing. He spent four hours on the vessel and appeared to be enjoying every minute of it. Quite sure, had I suggested he had a "Go" the coat would have been off very smartly.

I recall a story that took place with regard to his great strength. While on leave at his home in Cushendall, which is just North of Belfast, he set out one day to start carting peats which had been cut, and were drying out on the moor. His transport for the task was a pony and cart. The latter was by all accounts loaded well beyond the capacity of the pony and the axle was not so far from the ground. The Pony was given "Stand By" and then "Full Ahead" but, despite all its efforts, the Pony could make no headway with the load, despite coaxing, plus a few Hieland words from Mr. Scollay, which of course the Pony could not really understand. Mr. Scollay hailing from the Shetlands, Patience grew short, the Pony was unyoked from the shafts, made fast to the stern of the cart, and Mr. Scollay positioned himself between the shafts and in no time was under way with the load, and continued the journey home, Pony bringing up the rear.

I am sure those who knew Mr. Scollay will join me in wishing him many more happy years in his days of retirement.

- - - - -



M.V. "CAPE FRANKLIN".

C.G. Mallett	Master
J. Roberts	1st Mate
A. Williamson	2nd Mate
I.M. Taylor	3rd Mate
D. Gudgeon	Radio Officer
W. Stackpoole	Cadet
D. Rankin	Cadet
W. Jack	Chief Engineer
B. Sharp	2nd Engineer
W. Wallace	3rd Engineer
R. McLean	4th Engineer
R. Fowler	Jun. Engineer
J. Hannigan	Jun. Engineer
R. Knight	Electrician
J.P.D. Smith	Chief Steward
H.V. Miller	2nd Steward
L.J. Davies	Cook
R. Millward	2nd Cook/Bkr.
A. Smith	Carpenter
P. Sharman	Bosun

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	Chief Engineer
J. Slade	2nd Engineer
R. Leggate	3rd Engineer
R. Britton	4th Engineer
E.R. Jenkins	Electrician
A. Randall	Chief Steward

M.V. "CAPE HOWE".

A. MacLeod	Master
J. Anderson	1st Mate
P. Richardson	2nd Mate
J. Purdon	3rd Mate
R. Faulds	Radio Officer
J. Hanson	2nd Radio Officer
M.D. Pickup	Cadet
J. Wilson	Cadet
B. Smith	Chief Engineer
W. Kinnear	2nd Engineer
W.A. Gordon	3rd Engineer
J. Grieve	Jun. Engineer
B.A. Ward	Jun. Engineer
G. Law	Ex. 2nd Engineer
J.R. Robertson	Electrician
J. Clancy	Chief Steward
P.K. O'Brien	2nd Steward
B. Thomas	Cook
R.J.P. Coles	2nd Cook/Baker
D. MacKay	Carpenter

M.V. "CAPE NELSON".

A.C. Hunter	Master
J. Hetherington	1st Mate
J.H.M. King	2nd Mate
N. Battersby	3rd Mate
H.J. Bremner	Radio Officer
T.S. Skeffington	Cadet
P.T.H. Smart	Cadet
G.C. Gove	Cadet
D. MacLeod	Chief Engineer
R. Taylor	2nd Engineer
D. Ingram	3rd Engineer
K.P. Malhotra	Ex. 3rd Engineer
A. Dias	4th Engineer
R. Wilson	Jun. Engineer
J. Jamieson	Jun. Engineer
J.T. Wallace	Jun. Engineer
T.L. Pate	Electrician
E. Hutter	Ch. Steward
G. Daddy	2nd Steward
C.K. Perkins	Chief Cook
S.R. Hunter	2nd Cook/Baker

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
J. Stevenson	4th Engineer
K. Blight	Ex. 4th Engineer
R. McIntosh	Electrician

M.V. "CAPE ST. VINCENT".

P. Smith	Master
H. Weddell	1st Mate
L. Hocking	2nd Mate
P. Cooney	Ex. 2nd Mate
D. Crawford	Radio Officer
R.S. Reid	Cadet
M. Brewer	Cadet
F.M. Mitchell	Cadet
H. Ingle	Chief Engineer
J. Allan	Ex. Ch. Engineer
G. Mains	2nd Engineer
J.D. Carmichael	3rd Engineer
P. Laarson	Ex. 3rd Engineer
R.D. Peters	Jun. Engineer
J.P. Collins	Jun. Engineer
McAulay	Jun. Engineer
J. Leiper	Electrician
H. Scollay	Chief Steward
C. Smith	2nd Steward
A. McGill	Cook



PRESENTLY ON LEAVE

A.B. Sutherland	Master
T.C.D. Hogg	Master
M. Dalby	1st Mate
G.B. Kewley	1st Mate
W.A. Anderson	2nd Mate
J.G. Jack	2nd Mate
J.A. Chamberlin	Radio Officer
W. Rennie	Radio Officer
G. Watterson	Cadet
J. Johnstone	Cadet
P. Dyson	Cadet
W.B. Moore	Chief Engineer
A. McDonald	2nd Engineer
A.R. Jack	3rd Engineer
J.M. Milne	3rd Engineer
A.M. Campbell	4th Engineer
A. Beaton	4th Engineer
J.W. Golby	Jun. Engineer
J. Wightman	Electrician
M.A. Hussein	E.R.S.
A.J. Tregidgo	Carpenter
F. Dixon	Carpenter

N. Carpenter	Chief Steward
R. Shields	Chief Steward
R. Sherriff	Chief Steward
P. Coles	Chief Steward
R. Cathcart	2nd Steward

STUDYING FOR CERTIFICATES

H.A. Chambers	Radar Maintenance
R. Cameron	" "
C.V. Pearson	2nd Mate
N. Nicolson	Chief Engineer
D.C. Smart	2nd Engineer
B. Lawson	Master

EXPECTED APPOINTMENTS TO  
M.V. "CAPE CLEAR"

T.R. Baker	Master
F.M. Dalby	1st Mate
J. Loughran	Chief Engineer
G. Harrison	2nd Engineer
D. Dempster	3rd Engineer
A. Harbinson	Ex. 3rd Engineer
W. Hornshaw	Electrician

We congratulate Mr. G. Harrison on obtaining his 1st Class Motor Certificate. It is intended that he proceed to Norway shortly to join the new "CAPE CLEAR" as 2nd Engineer on her Maiden Voyage.

Congratulations are also due to Mr. L. Hocking on obtaining his Master's Certificate. He has now rejoined as 2nd Officer on the "CAPE ST. VINCENT".

Mr. G.B. Kewley has now returned from his voyage on the "FINNIMORE MEADOW" which he appears to have enjoyed but is now glad to be rejoining Lyles after a spell of leave.

Captain Baker and Mr. Loughran, Chief Engineer, are still standing by the "CAPE CLEAR" in Norway. This ship is expected to come into commission about May 6th. They will shortly be joined in Norway by the Chief Officer, Mr. Dalby.

Captain A. B. Sutherland is shortly entering the Western Infirmary to have an operation to his hand to rectify an old injury.

Belated congratulations to Mr. N. Battersby on obtaining his 2nd Mate's Certificate.

Fire Fighting Courses at Leith have proved very popular and the following, who have attended, speak highly of how much they have learned at these courses:-

Captain A.M. Fraser, Captain A.C. Hunter,  
Captain A.B. Sutherland, J. Hetherington, Chief Officer,  
J. King, 2nd Officer, D. Dempster, 3rd Engineer,  
Jr. Smith, Chief Steward, Mr. J.K. Thompson.

Mr. J. Allan, Chief Engineer, added to his family recently by the birth of a daughter and is to be congratulated on being the proud Dad of four girls and one boy. Mrs. Allen is also due her share of praise.



## COMPANY CORNER

You will have received the news by now that the Board have authorised a repeat of the participation payment made last year. Our level of saving did not reach the point we had hoped and, indeed, there were one or two backward lurches which we trust will not repeat themselves, but we are continuing the payment in the hope that it will encourage all Contract Staff to maintain their efforts which, if successful, should provide a very useful dividend in the years to come.

The result of the pay awards have received sufficient publicity, and it now remains for us all to earn enough to pay them and have enough left over to continue to build ships - ever wondered where the money comes from to do so - not from the public - Shipping Shares are not popular, except for those that look like going out of business, and yet the healthy source of capital should be from the private investor.

In the office we continue to re-organise, and to improve our ability to interpret the information, we must continue to gather from the ships so that we can learn to spend the money available to maximum advantage. It is pretty obvious that information supplied by ships must be accurate, and we regret to say that evidence is accumulating to suggest that this is not always the case. Those responsible for forwarding reports to the office should realise their importance and that we could draw the wrong conclusions from them.

Despite the gloom exuded elsewhere, we cannot help feeling that if we can master a running cost problem, we will have the type of ship which can hold her own, and make her mark in various trades. We hope you will take pride in running them efficiently and that this pride will communicate itself to Charterers, who can always be impressed by the spirit of a ship's staff.

A novel touch which, to our knowledge, Lyles have not tried out before, is the appointment of Captain A.M. Fraser to "CAPE DALEMOS" as Supercargo. His duties are to help and advise the Master of the peculiarities of trade to be encountered in the business this vessel has to undertake on our account. Captain Fraser will, no doubt, agree that this is an off-beat job for any Lyle Master, so if you meet "CAPE DALEMOS" remember she carries a largish representative of the firm aboard, who would probably welcome a change of diet if the opportunity occurs!

- - - - -

## CONTRACTS & FREIGHTS

After the dullest winter we can remember for some time, things are not looking so very much better and it was a god-send that our forward fixing carried so much of our tonnage. With the conclusion of the Time Charters of the "CAPE RODNEY" and "CAPE ST. VINCENT", they will have to prove themselves in a harsh climate this year. We continue to negotiate certain future contracts but progress is slow with many frustrations, on their outcome, must depend the Company's prospects in the coming year. "CAPE CLEAR" has a contract for Lumber from the North Pacific, as reported in our October issue, and her maiden voyage will take her there via Tampa and New Zealand.