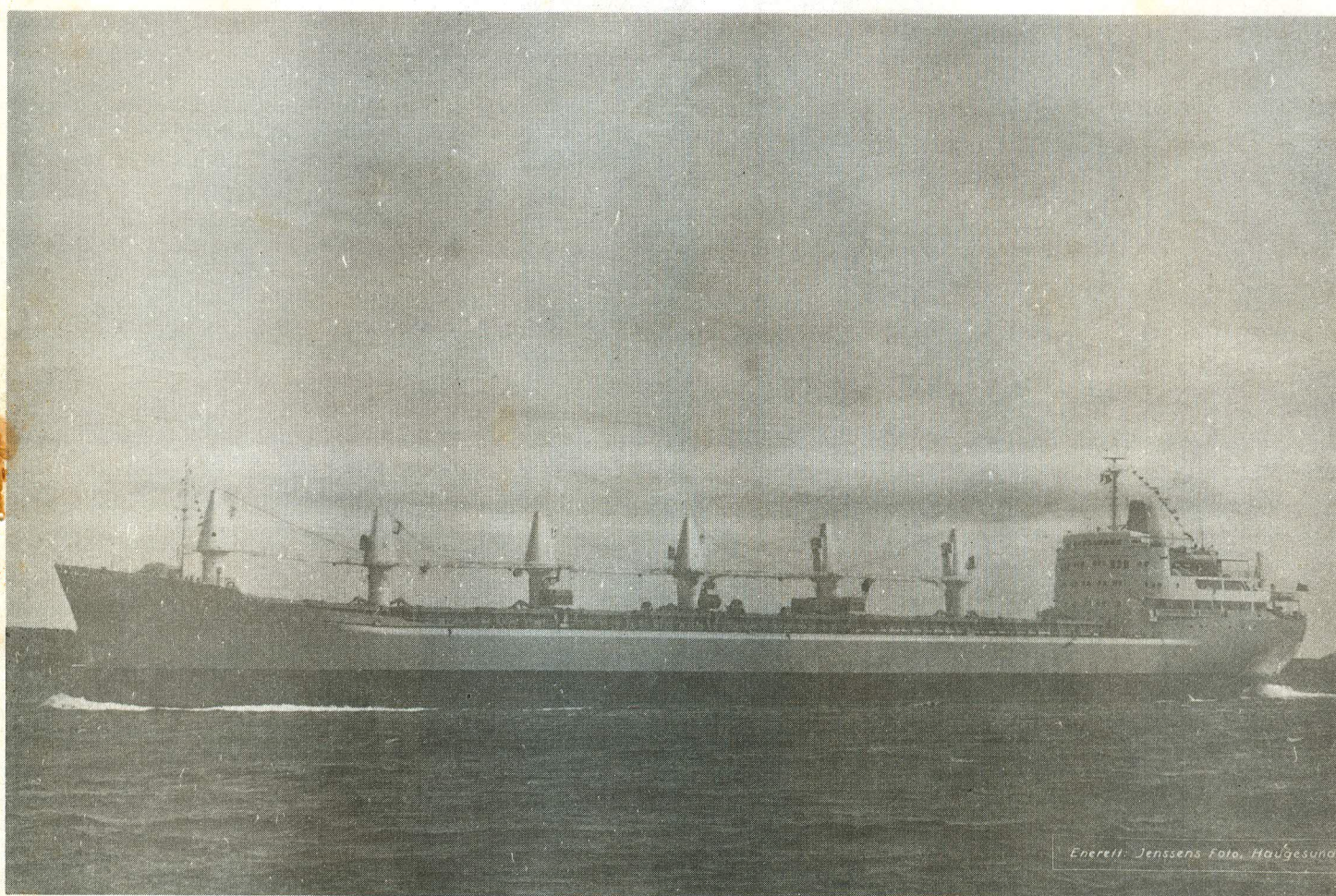




LYLE JOURNAL

14/67 - JULY



M.V. "CAPE CLEAR" - Undergoing Acceptance Trials off
HAUGESUND - 6th May, 1967.
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EDITORIAL

We admit it hasn't taken us long to think up a new title for the publication but the infant is growing and must go to kindergarten, so with this edition we drop 'Newsletter' and adopt 'Journal', which we hope you approve. We trust the growth will continue with the aid of a slowly increasing band of helpers to whom all our thanks are due. The aim is to make this your magazine and, though it doesn't rate the title as yet, if you play your part we'll do ours.

Accounts of our latest ship trials appear in this issue and the consensus of opinion is favourable and certainly she doesn't lower the standards. The pleasant informality and friendliness of the handover were striking and, considering that Builder and Owner were both foreign to each other in more senses than one, it is quite remarkable that such harmony was achieved. When building, Lyle's can be pretty exacting and demanding, which any Shipbuilders will tell you, but our friends bore this with true Nordic stoicism and good temper. Your Editor attended the trials in a mood of acute suspicion which, he hastens to add, was without justification that the "CAPE CLEAR'S" Master and Chief would concoct a 'reason' for lingering amongst their many friends a little longer. It wasn't all one-sided and we have never before experienced work people coming up just to say it was nice building a ship for Lyle's. A Norwegian viewpoint appears with this edition and we thank Herr H. Jacobsen for his noble efforts. The decor of "CAPE CLEAR" is quite different; H.M.V. engage a consultant for the work and the fact of a bar finding its way into the ship intrigued him so much that it has been made quite a feature which, together with the unusual smokeroom windows induce, we are informed, quite a night club atmosphere. The only potential difference of opinion arose on what to call it, the Architect's choice of Archemedes being met with caution by the ship's Officers, who had something a little more robust in mind! The Norwegians lived up to Board of Trade standards in their examinations of the bar equipment, especially after discovering it served draft beer, which was carefully tested and approved. Space and equipment for keep fit training has been provided and we are stimulated by the thought of "CAPE CLEAR'S" Officers pedalling or sculling their way across the Pacific.

As a further aid in its Officer training programme, the Company has decided to reserve places in the Outward Bound Trust Courses. The purpose is to assist Cadets to gain experience in character building and leadership, which qualities will be in great demand in years to come. Selected Cadets will be given the maximum possible notice and, in certain cases, applicants for Cadetships will be required to undergo one of the twentysix-day courses. In all cases, the courses will be paid for by the Company and, in the case of serving Cadets, in the Company's time. The scheme is experimental for one year and, if successful, may be continued as policy.

The "CAPE HORN" has been sold to buyers abroad and, after her homeward voyage, she is due to dock and be handed over to her new Owner. Many will share our regret at this premature departure of a comparatively new ship. Unfortunately "CAPE HORN" was overtaken by events in the form of drastic changes in trading conditions, and thus could no longer earn her keep.

PERSONAL

Lady D. Lyle: It was with feelings of deep sadness, particularly amongst the older members of the Company, that we learned of the death of Lady Lyle at Glendelvine on 27th May. We last had the pleasure of seeing Lady Lyle in Glasgow when she attended the luncheon party in honour of Colonel Macfarlane's election as first Honorary President of the Company. She was a lady of great charm who endeared herself to all with whom she came in contact and our deepest sympathy goes to her son, Colonel Michael Lyle and her daughter Dorothea, Viscountess Kelburne, in the loss of a devoted mother.

Mr. W. Nicholson: We are delighted to report the election, during June, of Mr. Nicholson as Vice-President of the Scottish Rugby Union - a timely recognition of his tireless efforts on behalf of Scottish Rugby.

Mrs. Linda Dowds: We very much regret to report suffered a serious hand injury and is at present off from work. We wish Linda an early and complete recovery.

Miss Margaret Bramham is the latest addition to the Lyle typing staff. She joined us on the 3rd July and we welcome her to the fold, or should we say in modern parlance, 'The Aviary'.

INDIVIDUAL SHIPS NEWS AND MOVEMENTS

ORE CARRIERS: Normal voyaging expected for this period.

M.V. "CAPE CLEAR": Geelong, Sydney and Gladstone/Japan - Wheat and Sorghums, followed by Time Charter trip from Vancouver Area/U.S.N.H., option U.K.-Continent; thereafter loads Pig Iron Continent/Japan.

M.V. "CAPE HORN": Port Pirie/Bristol Channel - Concentrates, then sold to foreign buyers.

M.V. "CAPE RODNEY": Bunbury/Immingham - Ilmenite, followed by Continent/Japan - Pig Iron.

M.V. "CAPE ST. VINCENT": San Marcos (Mexico)/Noumea - Gypsum, followed by two voyages, N.S.W./Noumea - Coke/Coal.

M.V. "CAPE RONA": Vancouver area/U.K.-Continent - Time Charter, followed by Raahe (Finland) and one port Continent/Japan - Pig Iron, thence Vancouver area/U.S.N.H. or U.K.-Continent - Time Charter.

M.V. "CAPE DALEMOS": Angra dos Reis (Brazil)/Japan - Pig Iron.

M.V. "CAPE MARINA": Nauru/Brisbane and Port Kembla - Phosphate, followed by Newcastle, N.S.W./Japan - Coal; thereafter Nauru or Ocean Island/East Australia - 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.

Dear Editor,

I write this letter with the purpose of passing on a piece of news to you and, as it's only twenty-five years old, I'd better warn you that it's in strictest confidence to your readers.

Appointed as Third Mate of the old "CAPE SABLE" ('her that wass the smertest shup in the tred, as Mr. McKerron himsel' would tell you'), I joined her, in the midst of an air-raid, in Smith's Dock, North Shields on the 23rd June, 1942, when she was being refitted after her service as an Armed Merchant Cruiser, and on the following day I met the Second Mate. When the conversion was complete we set off on typical war-time voyagings - tanks, guns, flame throwers, bombs, and even double-decker buses for the NAAFI and ENSA Organisations. We voyaged around for a while, then calling at Karachi for a part cargo of manganese ore, and Bombay to top off with rapeseed; we toddled off across the Indian Ocean towards Cape Town, for coal bunkers, then onwards to Freetown for convoy, en route to the U.K.

Somewhere, between Cape Town and Freetown, a very grave announcement was made on board; graver, indeed, than the gravest war news we received each night in the saloon from the Rees-Mace 'black-box' - we were running out of cigarettes, and there were barely enough to give each man one carton of 200. Lavish offering of cigarettes to shipmates ceased forthwith; those sufficiently strong-willed rationed themselves drastically and cigarette butts were carefully hoarded in tobacco boxes. Arriving at Freetown, to learn that there were no immediate hopes of an early convoy forming for the U.K., nor were there any hopes of purchasing cigarettes ashore, our hopes fell to their blackest depths.

One hot, windless day, standing on the wing of the Bridge keeping the forenoon Anchor Watch, I was joined by the Second Mate who, wearied of correcting Mersigs, Consigs and other war-time publication had come out of the oven-hot chartroom in the vain hope of 'cooling off'. Standing listlessly, we searched our pockets vainly, for the hundredth time, in the hope of finding a forgotten or misplaced cigarette, then forlornly produced our tobacco boxes and scraped out the last few shreds of cigarette butts to roll in paper. Suddenly, snapping his fingers with a "crack" that sounded like a rifle shot in the stifling heat, he said "By gosh, I've got a brain-waive", and pointing to a Norwegian ship anchored about half a mile further off-shore, he continued "Do you see that Norwegian - I'm going to swim over there and buy some cigarettes when the 'Old Man' is asleep". This was strategy of the highest order. Word was quickly passed around, a 'tarpaulin muster' was held and all the spare cash collected, in about a dozen different currencies, was put in a huge biscuit tin, contributed to the general good by the Chief Steward, and the tin was then sealed with waterproof 'Elastoplast', also contributed by that public-spirited gentleman. An ingenious harness was constructed from old halyard stuff, this for attaching the precious tin to the gallant swimmer's back, and all was planned and made ready for 'zero hour'.

After dinner, as soon as the 'Old Man's' door closed and it could be safely assumed that he was dreaming peacefully of cooler, better country around Arbroath, the Second Mate took up position at the ship's side and was just about to lash the tin on to his back when some idiot negligently mentioned the possibility of sharks lurking beneath the placid waters of the peaceful anchorage. The Second Mate paused, obviously debating with himself as to whether it were better to risk being eaten by sharks or spend a few weeks of cigarett

Mate, without a moment's hesitation, leapt over the side to rescue the precious tin and, finding himself in the water, decided it was just as well to continue with the planned operation and struck out strongly for the Norwegian ship, the tin containing all the ship's wealth lashed firmly to his back. Arriving at the foot of that ship's pilot ladder, our brave Allies doubtless thought they had spotted a German agent, complete with Limpet Mine for attaching to their shell-plating, or else an early edition of the modern oddity, a "frogman" but, finally becoming convinced that he was nothing more dangerous than a British Second Mate scrounging cigarettes, they helped him on board, received him most hospitably, filled his biscuit tin with cartons of cigarettes and refused to take any payment for them. Spending half an hour on board the Norwegian ship to regain his breath and to take some refreshments proper to such a "feat of fearlessness and frolic", the Second Mate leapt once more into the waters of the Sierra Leone River and swam back to the smertest sh....., the "CAPE SABLE", and was assisted on board with even greater enthusiasm than he'd experienced on the Norwegian ship. Cartons of cigarettes were distributed, money was refunded - the Chief Steward even got his biscuit tin back in the general state of bliss, and that undamaged - and smoking was carried on with the greatest delight! Contentment had returned to all, and this was further sharpened that evening by the news that a convoy for the U.K. would be sailing much sooner than expected. Smoking happily - the ship, I fear, as well as her crew - and despite Hitler's concentrated attempts to prevent it, the "CAPE SABLE" continued upon her lawful occasions and arrived safely in the U.K., where the Second Mate and I, for the time being, at least, parted company.

Exactly eleven years to the very day from our first meeting, taking up my first command, I relieved that Second Mate, now a Master of some experience, and the ship I took over from him? Why, "the smertest shup in the tred, as Mr. McKerron himsel" would tell you".

I told you, Dear Editor, that this was in strictest confidence to you and your readers and, as you might just publish this letter, as he's still very much to the fore, I'd better not tell you who that Second Mate was; but, just as a hint to you, he's usually to be found at his "hang-out" in 12, Princes Square, in a room, the door of which bears the inscription "MARINE SUPERINTENDENT".

Captain A.M. Fraser.

Follow up to Article in the last Newsletter

The Ford Corsair 2000E, driven by Eric Jackson and Ken Chambers, arrived in Southampton - one hour before the Union Castle liner "WINDSOR CASTLE" docked after their race from Cape Town. Crew and passengers of the "WINDSOR CASTLE" lined the deck rails as the ship berthed, cheering and waving to Jackson and Chambers, who were waiting on the quayside. Their car, surrounded by people, was encrusted with sand, dented and battered after its eleven and one half day endurance run - the length of Africa.

They averaged forty-two miles an hour, which they claimed was the fastest ever done by a car from Cape Town.

On the last lap of the journey, the drivers were stopped by British police who waved them to the roadside and booked them for travelling with number plates obscured by sand and mud, after their 9 500 miles journey.

Dear Editor,

A friend of mine gave me a copy of the History of your ships and it brought back memories.

When I was twenty-three years old, I was 3rd Officer of the S.S. "COLORADO" running from Hull to New York. I was shipmate with our 2nd Officer, Mr. A. Procter, who told me he served his time in the "CAPE RACE" and he was educated at Hull Trinity House. I am a retired Master Mariner, eighty-four years old, so it must be a very long time ago.

Cape Race, Cape Race it's in a glass case,
You certainly ought to be seen,
And labelled outside 'A shipbuilders pride',
And a guaranteed rolling machine.

Cape Race, Cape Race, you're a darned disgrace,
To the man who built and designed you,
For upon my soul you've done nothing but roll,
Since the day you left London behind you.

The clothes in our bags are all in rags,
The hair is off our heads,
And our bones are sore and polished I'm sure,
With rolling about in our beds.

Each mast and each sail could tell a hard tale,
Of the strains they had to endure,
And the yard arms as well a hard yarn could tell,
It would bring tears to your eyes I am sure.

And where once again we stop on the shore,
And bid the Cape Race adieu,
I hope Abram Lyle will only just smile,
At this from one of her crew.

Captain W.W. Mason, BROUGH, Yorks.

Mr. L. Cameron, Radio Officer of the "CAPE CLEAR", has intimated to us that he is keen to have response from other Radio Officers on the efficiency of his radio station. You will know that the "CAPE CLEAR" is equipped with I.M.R. gear and has, in addition, whip aerials. Radio Officers' co-operation will be appreciated.

Mr. Cameron passes on the following information:-

CALL SIGN - GVQU

Frequencies: 4216: 6324: 8433: 12649: 16866: 22355:
25099.

Schedules kept: 0900 - 12 mcs. with a shift to 16 possible.
1300 - 16 mcs. (only in Atlantic area)
1700 - 12 mcs. with a shift to 16 possible.
2100 - 12 mcs. at all times; this frequency
is getting better for world-wide use.
0100 - 16 mcs. in all waters.
0500 - 12 mcs. in all waters.

R/T Frequencies: 4123: 8261: 12396: 16526: 22060: 25099

AN ODE TO "HO-EM VEE" - to the
tune of Jamaica Farewell.

Down in the Shipyard every day,
You can hear complaints about no pay,
The curses rush out loud and clear,
Because the boys can see they'll get no beer.

No beer today is what they cry,
With arms out-stretched up to the sky,
No Aqua Vit no Brandy Vin,
No singing songs to Gordons gin.

Why does it happen Vikings say,
Do we build Scot's ships and get no pay,
The Fru she sits at home in fear,
Because she knows her man will get no beer.

No beer today is what they cry,
With arms out-stretched up to the sky,
No Aqua Vit no Brandy Vin,
No singing songs to Gordons Gin.

The Bairns have just arrived from school,
And the Father's perched upon his stool,
They say you do not look so bright,
And the answer was a shocking fright.

No beer today is what he cried,
To borrow money he had tried,
No Aqua Vit no Brandy Vin,
No singing songs to Gordons Gin.

To Ho Em Vee the bairns did trot,
And demanded cash upon the spot,
My father's sitting in the hoose,
And the Piggy Banks he is breaking loose.

For beer today is what he screams,
And the Hoose is rocking on its beams,
His Aqua Vit and Brandy Vin,
And his singing songs to Gordons Gin.

And so the Gaffer's they did say,
We had better give the man some pay,
He needs his beer to have his cheer,
And to have his wifie free from fear.

It is no sin, this Brandy Vin,
As Haugestanies drink it in,
They have two days out on the spree,
And lap it all up with great glee.

Beer today is what they cry,
With their arms stretched up to the sky,
Aqua Vit and Brandy Vin,
And we sing great songs to Gordons Gin.

The Haugestani.

With the delivery of M.V. "CAPE CLEAR", another of our standard bulk carriers has gone to sea. Her home is in Glasgow and the Owners are Lyle Shipping Company Limited. She is under the command of Captain T.R. Baker and Chief Engineer James Loughran.

After having run her technical trials satisfactorily on the 29th April, she was delivered on Saturday, 6th May. She set out on her delivery voyage on a beautiful sunny day. The Owners were represented by Mr. W. Nicholson, Mr. H.A. Walkinshaw, Mr. T.S. Shearer, Mr. F.J. MacKerron, Captain R.D. Love and Mr. J.F. Lazaras.

The programme that followed after the departure from the yard at 0800 hours included breakfast on board. A number of technical tests were taken, as well as speed trial and adjustment of the compass.

At 12 o'clock luncheon was served in the messrooms.

The Chairman of the Board of Directors at H.M.V., Mr. Trygve Eriksen, addressed the Shipowners in his speech.

"It was with great pleasure and enthusiasm that we welcomed the first Scottish newbuilding order at the yard", said Mr. Eriksen, and together with the other two Scottish contracts, he underlined the significance this had for H.M.V. and for the town and the district.

For many years Norwegian Shipowners have been customers at British yards, and it is nice to see that this co-operation could bring the British shipowners to Norway. The Chairman also mentioned the freight situation today and its problems, but he said the shipowners are optimists all the same, and this is what we are witnessing here today with the delivery of the "CAPE CLEAR". Mr. Eriksen also spoke of the good co-operation which had been established between the Owners and the Builders in the course of construction and the good will extended to the builders from the representatives of Lyle Shipping Company Limited, who had been staying in Haugesund during this time. He expressed his pleasure that the ship would fly the Red Ensign and he hoped that the "CAPE CLEAR" would meet the expectations of the Owners and the demands set for her in the future.

In concluding, he asked Mr. Nicholson to take home all our best wishes and our sincere appreciation for the pleasant relationship with his Company.

Mr. Nicholson thanked the speaker and assured that the Owners optimism was irreproachable. "The Owners feel that with a ship like "CAPE CLEAR", they will be that much stronger in the competition today", he said.

He went on saying that after a careful study of a number of shipbuilders, they found that in Haugesund they would get a well built ship. "Let me go back to elementary school and use the ABC's. That H.M.V. knew their ABC in shipbuilding was easy to see and it was natural to let the letter A stand for Ability, B for Brain and C for Common Sense, and if I may continue in the alphabet, why not include D, E and F for a 'Damned Efficient First Class job'".

Mr. Sven Sandved was the last of the speakers and he, as well as the others, was pleased over the good co-operation between

the yard and the contractors. Mr. Sandved thanked all the suppliers for their share in the building of the ship. In closing, he handed a token of appreciation to the three representatives from Lyle Shipping, who had followed the ship from her very beginning, Captain T.R. Baker, Chief Engineer James Loughran and Superintendent J.F. Lazaras. They each received a cigarette case in silver with inscription. Captain Baker accepted on behalf of the ship a barometer.

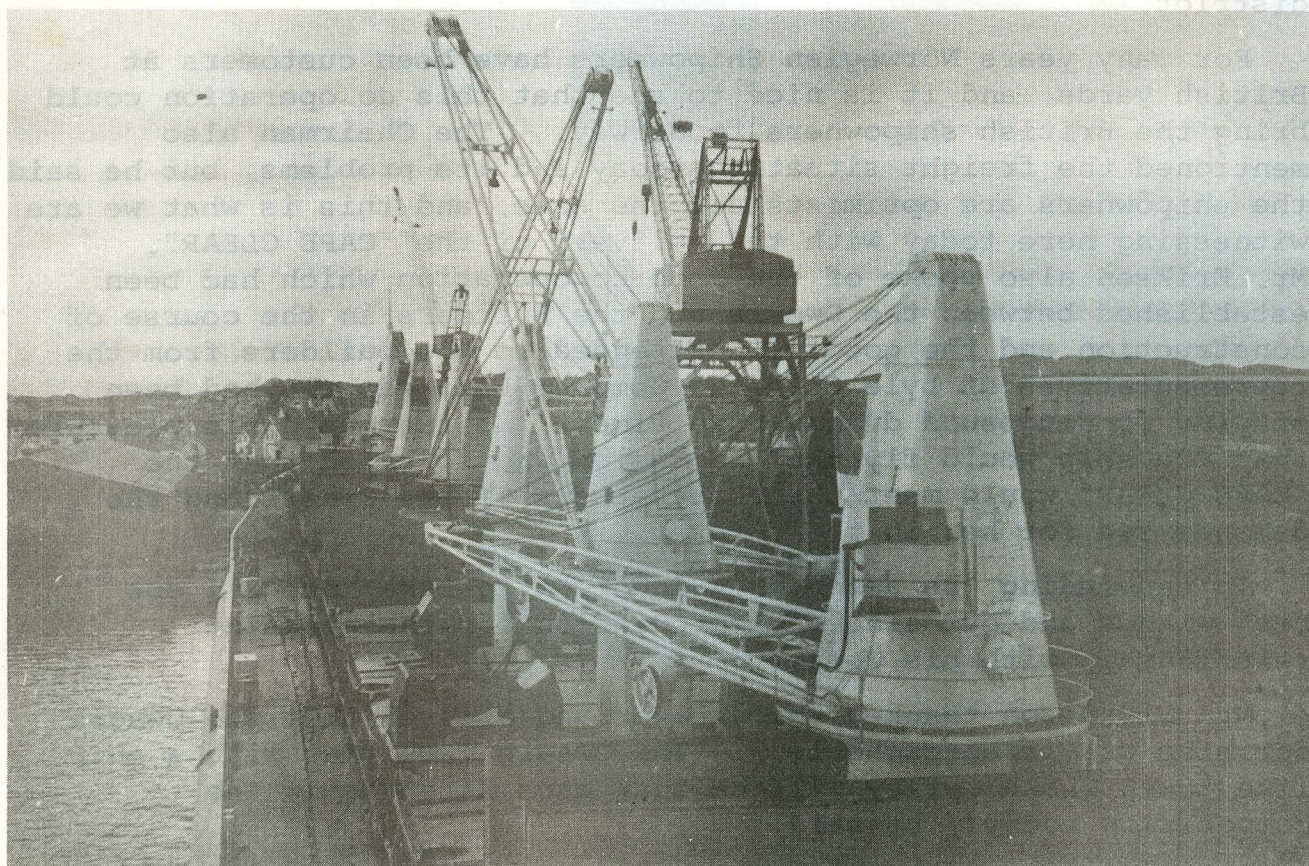
The handing over ceremony took place at 1300 hours and, to a fanfare, H.M.V.'s flag was lowered and Lyle's Company flag went to the top. Simultaneously, the Norwegian flag was lowered on the poop and the Red Ensign hoisted.

M.V. "CAPE CLEAR" returned to the harbour at 1400 hours, where she moored to NOR's bunkering station, where the participants disembarked.

Sunday afternoon, 7th May, M.V. "CAPE CLEAR" left Haugesund and set her course for Tampa, Florida, where she would load Phosphate for New Zealand.

May God bless you and all your sailors".

H. Jacobsen.



View forward showing Dalek Deck

Note hydraulick hatches in open position and "dumper" and "power" grabs in specially constructed stowage positions. Cranes had not been completed when this photo was taken and power pack covers on crane in foreground still to be fitted, and recovery reel for hydraulick hoses not yet in position.

The saying is that "all good things come to an end" and such no doubt would be the thoughts of Captain Baker, Mr. Loughran and the Management and Staff of Haugesund Mekaniske Verksted. There is no doubt that the "CAPE CLEAR" is one of the finest built vessels we have ever had in our possession so when she sailed from Haugesund on Sunday, 7th May, all concerned could take justifiable pride in the finished vessel which was a culmination of planning, co-operation and methodical workmanship. As she sailed from Haugesund, she looked not only efficient with her six hydraulic eight-ton cranes, but actually beautiful. It is said beauty is in the eye of the beholder, usually applied to women, but to a person who appreciates line, form and practicability, then we could say without too much licence, the "CAPE CLEAR" looked beautiful.

It was pleasing to note that the acceptance trials were merely a formality and the technical trials beforehand went without a hitch. Top speed registered was 18.02 knots and the average for the run on 122 revolutions was 17.53 knots. The draft on trials was 15 foot forward and 19 foot aft. The propeller was barely covered at this draft. All ballast was in except the forward deep tank. Fuel on board was just sufficient for the trials.

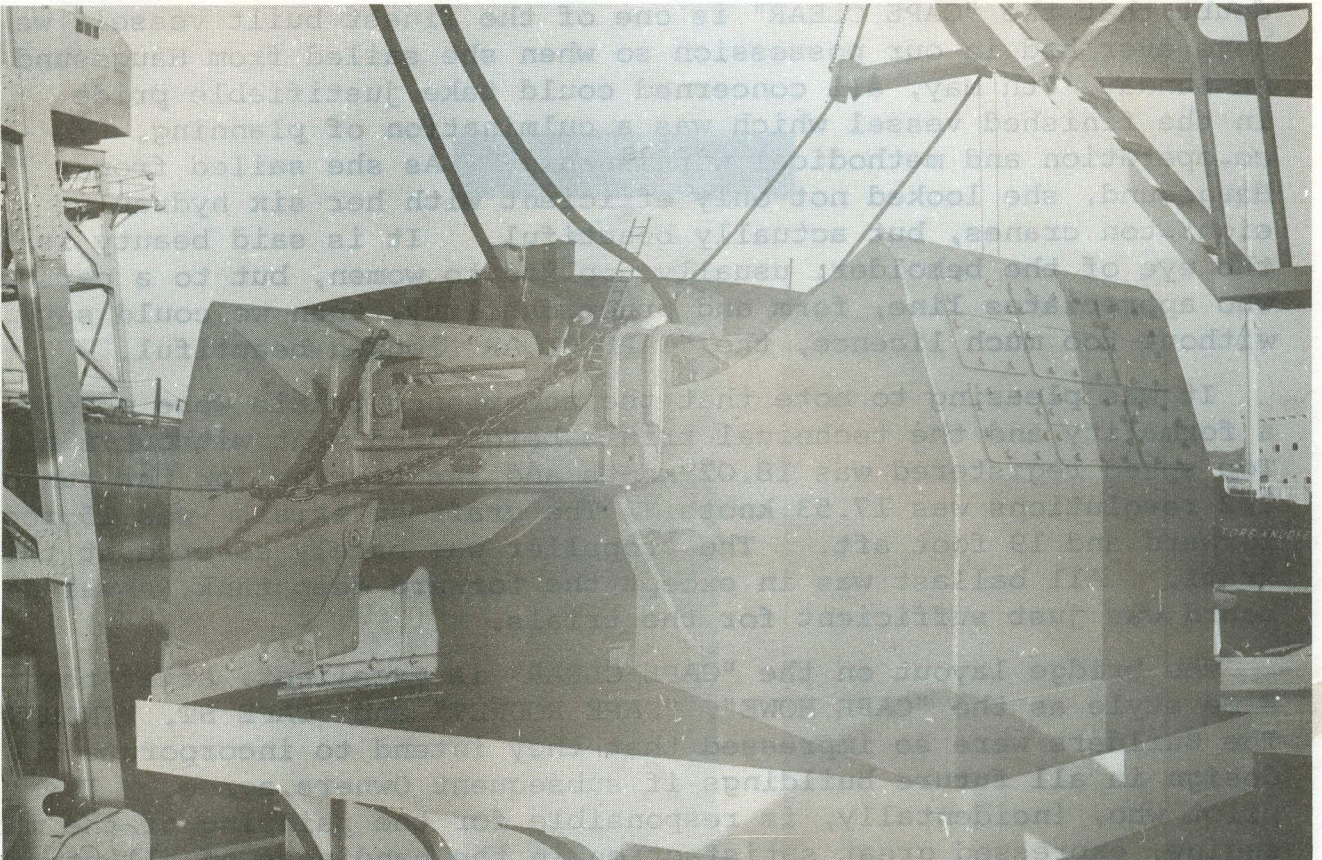
The bridge layout on the "CAPE CLEAR" is excellent, after the same style as the "CAPE HOWE", "CAPE RODNEY" and "CAPE ST. VINCENT". The Builders were so impressed that they intend to incorporate the design in all future buildings if subsequent Owners agree. The pilot who, incidentally, is responsible for the painting of the main engine, expressed great satisfaction in the handiness of all controls and the vision he had at his disposal, even although the wheelhouse was crowded at times with technicians, shipowners, press and various guests. Mr. Eriksen, Chairman of H.M.V. opened the speeches after lunch. His remarks directed to Lyle Personnel, the Press and guests were very much to the point, stressing the problems of the shipbuilder and the shipowner in present day competitive circumstances. His speech was in excellent English. Your Managing Director, Mr. W. Nicholson, replied for Lyle, making one of his usual quotable speeches to the point, witty and with perfect timing. The Press took obvious delight in publishing his remarks in the next daily editions. Mr. Nicholson terminated his speech by thanking the workmen of the yard and presenting the Senior Shop Steward with a cheque for their Welfare Fund.

The next part of the programme was for all guests to assemble on the top bridge for the official handing over ceremony. After a short speech by Mr. Sandved, the Managing Director of H.M.V., a bugler sounded off, and during his voluntary, the yard flag and Norwegian Ensign were lowered; as they were descending, the Lyle House Flag and Red Ensign were in the ascendant. A most graceful ceremony indeed concluded by spontaneous cheering led by Mr. Sandved.

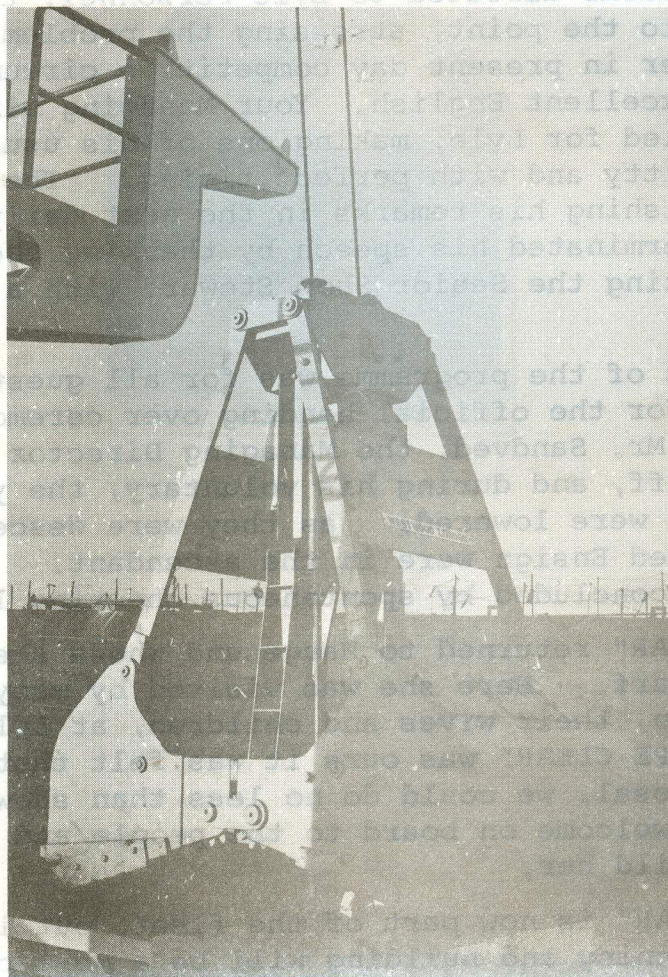
The "CAPE CLEAR" returned to Haugesund where she was berthed at the bunkering wharf. Here she was visited by many of the shipyard staff and workmen, their wives and children, at Lyle's invitation. Now that the "CAPE CLEAR" was ours it was felt that, with the short time at our disposal, we could do no less than show our gratitude by a hospitable welcome on board to the people and families who had helped to build her.

The "CAPE CLEAR" is now part of the fleet, out into the Seven Seas, but her planning and building will be a most pleasant memory to/

all those ashore and afloat who participated in her being. With such an auspicious start in life we feel sure a successful future should be assured.



'Power' grab in open position; note anti-pendulum device leading upwards right. Hydraulic hoses leading upwards left and anti-rotating bridle leading left centre through tag line to crane jib.



OUTWARD BOUND TRUST

As reported elsewhere, the Company has reserved a number of places annually in the Outward Bound Courses for the use of younger personnel. The value of such courses has been known for a long time, and this is a short account of the background and ideals of the Trust.

The First Outward Bound School - Sea School - was established at Aberdovey on the coast of Wales in 1941. It was founded by Kurt Hahn, the Headmaster of Gordonstoun, and Lawrence Holt of the Blue Funnel Line, to equip boys between 15½ and 19½ to cope with the hazards of life and to become active citizens.

Monthly courses for boys from every walk of life were provided in which training was given in seamanship, athletics and cross-country expeditions. Strict discipline, including no smoking, prevailed. Life-saving in a variety of forms was taught. A purposeful community was forged. Indeed so great was the success of the school and so remarkable was the demonstration of what could be done to influence character in a course of even twenty-six days, that the Outward Bound Trust was formed in 1946 to take over this school, and, by harvesting its experience, to develop what have become known as "Short Term Schools".

The training is severe but it is so balanced that it does not demand more from any boy than he can give. The discipline is stern, but it is essentially self-discipline based upon a high conception of honour and of the power of the individual to overcome his own weaknesses.

The Outward Bound Trust does not seek to become a vast organisation bringing every young person in Britain within its orbit, but it has demonstrated what can be achieved by the application of Outward Bound methods. Many organisations, private and public, throughout the country have profited from its pioneer work and have developed activities inspired by the same principles.

For the present the Outward Bound Trust intends to establish sufficient schools to meet that demand for boys' and girls' training which can be efficiently and economically satisfied. Towards this aim the Trust now have five schools with capacity to train 4,800 boys a year and in July 1963 opened its first full time girls' school capable of training 850 girls a year. The schools devoted to boys' training are the original Sea School at Aberdovey, the mountain Schools at Eskdale and Ullswater in Cumberland, the second Sea School at Burghead on the Moray Firth and the Moorland School at Ashburton, Devon. The new Girls' School is situated on the Welsh coast three miles north of the Aberdovey School in the county of Merionethshire.

FOUNDATION:

The courses are based on certain ideas, the application of which is possible only when the people involved live together as a community.

They may be summarised as follows:

1. That the country's educational system stands in need of increased opportunities for the development of character.
2. That the natural love of adventure in young people should be so directed as to develop the right qualities of character.
3. That only by experiencing for themselves the pride resulting



sustained by sheer will-power, can boys and girls discover their better qualities and feel the urge and inspiration to develop them.

4. That self-confidence can be greatly strengthened by the exercise of self-control and by the realisation of improvement in physical and mental agility.

5. That if discipline is imposed by those who command respect, it will be accepted, welcomed and reproduced.

6. That the obligation of service to others can best be inspired by the experience of subordinating self to a greater cause.

In short, that by facing and surmounting 'searching occasions' under skilled guidance and by experiencing the sensations involved,

SO YOU THINK YOU'RE CLEVER!!!

- 1) Why in shipbuilding are rivets put in when red hot?
- 2) When a ship flies its national ensign upside down what does this mean?
- 3) Is red tape really red?
- 4) In an average year, which is likely to have a greater snowfall - the Arctic Regions or Scotland?
- 5) Which is the largest ship ever built on the Clyde?
- 6) In which year was the Suez Canal first opened?
- 7) What does the distress signal SOS stand for?
- 8) Why were cowboys of the old West suspicious of men with long hair?
- 9) What is a bawbee?
- 10) Which famous ship was used as a model for the design on a British ship halfpenny.
- 11) Is it legal for a man to marry his widow's sister?
- 12) What is the popular name given to the Red Ensign, the flag of the British Mercantile Marine?
- 13) What is the meaning of each of these single letter signal flags in the International Code? (a) Y. (b) O.
- 14) Which is correct 8 and 8 is 15, or, 8 and 8 are 15?
- 15) What is the full name of the P. & O. Steamship Company?
- 16) What in naval slang is a "flat top"?
- 17) On which rivers do these cities stand? (a) New York
(b) St. Louis?
- 18) What is the difference between a radio, a cat and a dog?
- 19) A league is a nautical measure equal to how many miles?
- 20) What colour is the common lobster when alive?

(Answers will be found on page 16).

Have you heard.....

THEY'LL GO UNDER IN VANCOUVER: Hard rock miners are punching a tunnel under a residential area of Vancouver city to lay Canadian National Railways tracks into North Vancouver. A new railway bridge will be built across the harbour near the mouth of the tunnel in the multi-million dollar scheme. At the present time CN trains have to shunt through Vancouver's east end, travel on Canadian Pacific tracks, then swing across a rickety bridge to the North Shore. Under the new plan, trains bound for North Vancouver will swing under a two-mile tunnel directly onto the new bridge. Up until recently, the Vancouver city side of the harbour was the main harbour area developed and it was served by Canadian Pacific, Canadian National and Great Northern. Now, however, a new grain elevator is building in North Vancouver, a huge bulk-loading complex already is in full operation and a second bulk-loading complex is expected to be built next year. This means the North Shore must have more efficient rail ties with the trans-continental lines, and CN is the first to go ahead with major expansion. A Port of Vancouver Board of Directors has approved the plan.

The writer was so buoyed up with success at being a member of the Victorious Lyle ten-pin bowling team that he decided to extend his activities by entering for the football tournament.

As Lyle could only unearth three "brave" volunteers for this hazardous assignment, we were amalgamated with H. Hogarth and Sons Limited, who were actually competing in the tournament for the first time.

The following eight teams took part, and we played against those marked with an asterisk. (Results are in brackets).

| | | |
|----------------------------|-------------------------------|-------|
| Hogarth/Lyle | *City Line/Furness Houlder | (3-3) |
| Anchor Line/Macbraynes | *Clyde Port Authority | (1-3) |
| Denholm/Burns Laird | *Escombe McGrath & Associates | (0-1) |
| Blue Funnel/Borland & Peat | *Clan Line & Associates | (1-5) |

Unfortunately, we were drawn against the teams which everyone considered to be the strongest and, as a result, we only finished with a solitary point after all our arduous efforts. This gives rather a false impression as we were not really outclassed in any of our four matches and, in fact, with a little bit of luck and a few breaks (to the legs of the players in the other teams!!!) we could have caused quite a few raised eyebrows.

Even in the game against Clan Line, which from the score appears to have been a most humiliating night for us, we had as much of the play as our opponents, however literally threw away their five goals. I think we just wanted to give them a start!!!

Nevertheless, the writer thoroughly enjoyed himself in all of the games, even although some of the decisions of the referees were calculated to force him to earnestly contemplate committing suicide, or MURDER!!!

Everyone in our team got on well with each other, there being plenty of laughs, and here it should be hastily added that the laughs were not directed at our efforts on the field. In fact, the general opinion is that, with a bit of coaching, et cetera, we should be ready for Mexico in 1970!

At the time of writing this article, all the qualifying games in our own "little World Cup" have been played and the semi-final ties are as follows:-

| | | |
|------------------------|---|------------------------------|
| Clyde Port Authority | v | Escombe McGrath & Associates |
| Clan Line & Associates | v | City Line/Furness Houlder. |

The writer visualises a C.P.A. v Clan Line final where the result could go either way. C.P.A. appear to be the more skilful side, however, Clan play with more spirit, (to put it mildly) and this will probably see them through to become winners of the cup.

The final is due to be staged on the 5th of next month, and this should allow the result to be printed in this issue of the magazine, whereupon the writer (carefully avoiding all narrow doorways) will either glide about the office with pride at forecasting the winners (Clan), or hide himself in the storeroom until all the jeers have abated!

Dateline Storeroom!

Clyde Port Authority 3 Clan Line 0 (no comment!!!).

Though we have already published our quota of poetry in this edition, we feel that the following must be given a place because of its topical value.

To a Maiden - by D.J.T. Dempster.

Twas on the seventh day of May,
The "CAPE CLEAR" sailed that sunny day,
Captain Baker on the brig did stand,
This lovely ship at his command.

The Chief was standing in plum duff,
To say goodbye to his turtle dove,
As stand by engines time drew near,
She turned her head to hide a tear.

When we cast off the crowd did scatter,
As "CAPE CLEAR" belted through the watter,
Straight fir the brig where we could see,
The three wise men with looks of glee.

When passing by they stood to order,
Captain Love, Mr. Lazaras and Mr. Border,
Then streamers from the brig did flutter,
We all heard Mr. Dalby mutter,
Whit about the stores control,
As he ducked to dodge a toilet roll.
So through that brig to sea at last,
With McLeod's streamers round the mast,
With 'Harrison' 'Hornshaw' 'Wee Eck' and me,
'Lyles' wee men took "CAPE CLEAR" to sea.

Six Stalwart Daleks on the deck,
The man in charge was oor 'Wee Eck',
Then someone said No.1 is brokett,
'Wee Eck' had spare gear in his po'kett,

On deck a carpet to be landed,
Till Harrison and Smith got tacky handed,
Said one this will be very handy,
It wis like something oot o' Para-Handy.

But now the sun is shining bright,
Wee Eck's Long Johns no more in sight,
The meat room's minus 22,
The cook he wears these long Johns too,
When wee Eck passed them doon a deck,
The cook he wore them roon' his neck.

But now we're sailing in "The "Clear",
She'll go on for many a year,
For happy days in God we trust,
A bumper year for Lyle's a must.

We heard recently that the "AFRICAN NIGHT" ex "CAPE VERDE", built Baltimore, 1944, has been sold by General Navigation of Monrovia to Formosan breakers.

An appreciation of D.J.T. Dempster's Poem - "The Bosun's Haggis",
and to other talented friends, too shy to take up the pen.

It would be bad, dear Dougie, Lad,
And we would all be very sad,
If your fine effort, late reported,
Went altogether unsupported.

So, to extend the chain begun,
And also to prolong the fun,
This rhyme that's taxed my wit no end,
Is made for you, old rhyming friend.

And also for those other men,
Who, far too shy to lift the pen,
Let talents wither that would better,
Illuminate our "Lyle Newsletter".

To all who think, it will be plain,
Our Editor must feel the strain,
Of trying to compose a tome,
When few there be who will write home.

Of countries bright, of cities gay,
Where sailors love to "Blow" their pay,
Of sounds and sights, both gay and grave,
Of balmy days, of stormy wave.

Yet all have talents, all have skill,
And all, we know, can "Wield the Quill",
With thinking-cap set firmly on,
We might out-shine stout prester John.

To all who wear the "Cockerel Crest",
To all who love the timely jest,
To the Editor's urgent plea give heed,
What you don't write others can't read.

ALASDAIR MHOR.

ANSWERS.

- 1) When they cool and contract they pull the plates very closely together.
- 2) It is a signal of distress.
- 3) No. The term originated from the pink tape with which British Government documents were tied.
- 4) Scotland. 5) R.M.S. "Queen Elizabeth". 6) 1869,
- 7) SOS does not stand for anything. It is merely a combination of letters easily transmitted and received by wireless.
- 8) Because horse thieves if not hanged sometimes had the top of an ear cut off and later let their hair grow to cover this mark.
- 9) A Scottish coin originally worth $1\frac{1}{2}$ d. The word is now applied to the $\frac{1}{2}$ d.
- 10) The Golden Hind. 11) Only dead men have widows. 12) Red Duster.
- 13) (a) I am carrying mails. (b) Man Overboard.
- 14) Neither. 8 and 8 are still 16.
- 15) Peninsular and Oriental Steamship Company 16) An aircraft carrier

M.V. "CAPE FRANKLIN"

| | |
|----------------|----------------|
| C.G. Mallett | Master |
| J.A. Roberts | 1st Mate |
| A.S. Taylor | 2nd Mate |
| I.M. Taylor | 3rd Mate |
| B. Breslin | Radio Officer |
| J.W.R. Daniels | Cadet |
| W.N. Reay | Cadet |
| W. Anderson | Chief Engineer |
| D. Reid | 2nd Engineer |
| J. Morrison | 3rd Engineer |
| J. Hannigan | 4th Engineer |
| M. Wilkes | Jun. Engineer |
| J. James | Jun. Engineer |
| M.R. Doran | Jun. Engineer |
| J. Robertson | Electrician |
| P. Coles | Chief Steward |
| A.S. Rendall | 2nd Steward |
| L. Sang | Cook |
| F. Dixon | Carpenter |
| P. Sharman | Bosun |

M.V. "CAPE HORN"

| | |
|--------------|-----------------|
| T.P. Edge | Master |
| C. MacLean | 1st Mate |
| J. MacKay | 2nd Mate |
| C. MacDonald | 3rd Mate |
| W. MacLeod | Radio Officer |
| J. Black | Chief Engineer |
| J. Slade | 2nd Engineer |
| R. Leggate | 3rd Engineer |
| P. Larsen | Ex.3rd Engineer |
| E.R. Jenkins | Electrician |
| A. Randle | Chief Steward |

M.V. "CAPE HOWE"

| | |
|-------------|-----------------|
| T.C.D. Hogg | Master |
| R. Readman | 1st Mate |
| W. Andersen | 2nd Mate |
| J. Logan | 3rd Mate |
| R. Faulds | Radio Officer |
| M. Pickup | Cadet |
| M. Wilson | Cadet |
| B. Smith | Chief Engineer |
| W. Kinnear | 2nd Engineer |
| A. Beaton | 3rd Engineer |
| J. Bradley | 4th Engineer |
| G. Law | Ex.2nd Engineer |
| R. Nelson | Jun. Engineer |
| K. Craig | Jun. Engineer |
| A. Morrow | Jun. Engineer |
| T. Barr | Electrician |
| J. Clancy | Ch. Steward |
| P. O'Brien | 2nd Steward |
| B. Thomas | Cook |
| D. MacKay | Carpenter |
| P. MacPhee | Bosun |

M.V. "CAPE NELSON"

| | |
|-----------------|----------------|
| A.C. Hunter | Master |
| J. Hetherington | 1st Mate |
| J. King | 2nd Mate |
| G. Rae | 3rd Mate |
| J. Chamberlin | Radio Officer |
| P. Smart | Cadet |
| G. Gove | Cadet |
| D. MacLeod | Chief Engineer |
| A. MacDonald | 2nd Engineer |
| K. Malhotra | 3rd Engineer |
| J. Wallace | 4th Engineer |
| J. Jamieson | Jun. Engineer |
| I. Francis | Jun. Engineer |
| D. Kassim | Jun. Engineer |
| T. Pate | Electrician |
| E. Hutter | Chief Steward |
| G. Daddy | 2nd Steward |
| C. Perkins | Chief Cook |

M.V. "CAPE RODNEY"

| | |
|-----------------|-----------------|
| A.B. Sutherland | Master |
| D.S. Gordon | 1st Mate |
| P.J. Meanley | 2nd Mate |
| I. MacIntyre | 3rd Mate |
| P. Dyson | Cadet |
| G.R. Watterston | Cadet |
| M. Bell | Radio Officer |
| W.B. Moore | Chief Engineer |
| D.S. Anderson | 2nd Engineer |
| A. Jack | 3rd Engineer |
| A.R. Seago | 4th Engineer |
| H.P. Connell | Ex.4th Engineer |
| R. Sherriff | Ch. Steward |
| J. Wightman | Electrician |

M.V. "CAPE ST. VINCENT"

| | |
|----------------|----------------|
| P. Smith | Master |
| H. Weddell | 1st Mate |
| L.M. Hocking | 2nd Mate |
| P. Cooney | Ex.2nd Mate |
| D. Crawford | Radio Officer |
| E. Mitchell | Cadet |
| N. Brewer | Cadet |
| R. Reid | Cadet |
| J. Allan | Chief Engineer |
| G. Mains | 2nd Engineer |
| J. Carmichael | 3rd Engineer |
| I. Campbell | 4th Engineer |
| F. Macauley | Jun. Engineer |
| J. Collins | Jun. Engineer |
| G.J. Woodforth | Jun. Engineer |
| J. Leiper | Electrician |
| H. Scollay | Chief Steward |
| C. Smith | 2nd Steward |
| A. Ahmed | Bosun |
| A. Osman | E.R.S. |

| | | | |
|------------------|-----------------|---------------|----------------|
| T.R. Baker | Master | D. Sinclair | Master |
| F.M. Dalby | 1st Mate | A. MacLeod | Master |
| P. Richardson | 2nd Mate | G. Anderson | 1st Mate |
| N.A. Battersby | 3rd Mate | B. Lawson | 2nd Mate |
| L. Cameron | Radio Officer | A. Williamson | 2nd Mate |
| T.C. Skeffington | Cadet | A.M. Hill | 3rd Mate |
| J.S. Johnstone | Cadet | D.E. Gudgeon | Radio Officer |
| S. Stacpoole | Cadet | H. Ingle | Chief Engineer |
| J. Loughran | Chief Engineer | R. Taylor | Chief Engineer |
| G. Harrison | 2nd Engineer | B.J. Sharp | 2nd Engineer |
| D.J. Dempster | 3rd Engineer | D.C. Smart | 2nd Engineer |
| A. Harbinson | Ex.3rd Engineer | J. Blackwood | 3rd Engineer |
| D.J. MacLeod | 4th Engineer | I.M. Campbell | 4th Engineer |
| J. Golby | 5th Engineer | A. Dias | 4th Engineer |
| W. Hornshaw | Electrician | N. Carpenter | Chief Steward |
| Mohamed Hussain | E.R.S. | R. Shields | Chief Steward |
| J. Smith | Chief Steward | R. Knight | Electrician |
| R. Cathcart | 2nd Steward | D. Rankin | Cadet |
| L. Davies | Chief Cook | | |
| R. Ilderton | 2nd Cook | | |

STUDY LEAVE - D. Campbell, for Chief Engineer's Certificate:

N. Nicolson, for Chief Engineer's Certificate: K. Blight, for 2nd Class Motor: B.A. Ward, for 2nd Class Motor: N. McKellar, for 2nd Class Motor: J.W. Purdon, for 1st Mate's Certificate: C.V. Pearson, for 2nd Mate's Certificate: H.A. Chambers, for Radar/Maintenance: W. Rennie, for 1st Class P.M.G.

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We offer our congratulations to Mr. R. Taylor, Chief Engineer, who has been successful in passing the examination for Diesel endorsement to his Steam Certificate.

Congratulations are also due to Mr. B. Lawson, who has passed for Master Foreign-going.

We are happy to announce that the well known "Cartoonist", Mr. D.J. Dempster, is now the proud father of a bouncing boy. No doubt the safe arrival of his offspring would be suitably celebrated aboard the "CAPE CLEAR".

Captain and Mrs. MacLeod are also due congratulations on the birth of their first child - a girl. Rumour has it that her name is already down for the 'Mod' of 1985.

Much sympathy will be felt throughout the fleet for Captain and Mrs. Love in the sad loss they have sustained in the tragic death of their younger son, Robin, in a road accident. The Directors and Office Staff were represented at the funeral and Captains Sinclair and MacLeod also attended.

Captain A.M. Fraser has now followed in the steps of Sir Francis Chichester by rounding Cape Horn on the "DALEMOS". We feel sure his passage would be more comfortable than on "Gypsy Moth" and perhaps we may have the pleasure of reading "all" about it in a further Newsletter.

Dr. Bruce Knox: Those members of the sea-going staff and others who had the good fortune to know the late Mr. Andrew Knox (Chief Engineer) will be interested to know that his son Bruce qualified M.B., Ch.B. at Glasgow University on 7th June. Dr. Knox is now learning a bit more about the facts of life at the Royal Infirmary in Glasgow.

Last year's participation was at a rate of 3½% and, as they say in the 'City', it was not "earned". It should be our common aim, therefore, that not only do we endeavour to earn it this coming year, but that by collective efforts we try, in fact, to raise it to 5%. Above all do not drift into the assumption that this payment is here to stay whether it is earned or not. It is paid out of money which the Company has satisfied itself has been saved through the efforts of sea-going staff. Incidentally, though Directors and shore-going staff may have contributed quite materially to such savings, they are not eligible due to different service conditions. Evidence abounds to indicate that much waste in time and materials still exists, and certainly sufficient to provide handsome dividends.

As you read elsewhere, we are building into new ships as many improvements as practicable in accommodation and also recreational facilities. It would be helpful to have users comments on their effectiveness. Apart from being genuinely interested in the comfort and welfare of sea-going staff, it does help to know where money has been expended usefully and where it has not.

The Accounting Department in the office has been hard at it producing statistical information requested by the Chamber of Shipping in anticipation of the searching questions which are bound to be asked by the Rochdale Committee of Inquiry into Shipping.

We have the feeling that our time - and Lord Rochdale's - could be more profitably employed, but the present Powers - that - seem to take a delight in interfering with the liberty of the individual instead of leaving him alone to get on with the job and, despite our frustrations, we cannot do other than submit to the law of the land. It will be interesting to see what suggestions or recommendations follow from the Rochdale Committee of Inquiry. For the Shipbuilding Industry, mergers and rationalisation to achieve greater efficiency was proposed. Is this necessarily the answer for Shipping? Our own personal point of view is that too much stress can be laid on size - it is not the all-round answer to efficiency. Individualism still plays a big part in efficient operation - particularly trampship operation. It must be allowed to continue to do so. We hope that, as far as we ourselves are concerned, we can prove our ability to stand on our own feet, but to do this all those who consider Lyles their Company must rally round and help.

We are very pleased to report that, where they have been able to show their paces, the pioneer crane ships, "RODNEY" and "ST. VINCENT", have won favourable comments from receivers in Australia and Noumea. Both ships have held receptions in various ports to introduce themselves to interested parties and we hear from our agents that the Captain and Officers involved made a good impression on their guests. This is gratifying, if not unexpected, and certainly not taken for granted.

For your Information: In various publications it will have been observed that the National Maritime Board submitted the proposed rise for Officers which had been agreed upon with the M.M.S.A. and the M.N.A.L.O.A. to the National Board for Prices and Incomes. This move was not construed by these two Associations as a necessary step, but, in view of Government Policy of late, the N.M.B. felt the move was justified. It was pointed out to the N.P.I.B. that an early result of their findings was essential in view of the fact that Masters and Officers had long been awaiting their rise and, in addition, they were in fact a body which had kept ships in a state

We should like to bring to your attention two of the recommendations:

The first is that the Prices and Incomes Board are in agreement that a ten per cent rise of basic N.M.B. wages is acceptable to the Government, and that the rise would take place on the 3rd July. We feel sure this will cause considerable satisfaction amongst all Officers, since the rise has been frozen for a time.

The second recommendation is that Masters and Officers on Contract salary should have the rise also on the 3rd July, but not in one step. They recommend that one step should be made on the 3rd July, and the second step between October and 1st January, 1968; the second step to back-date of course to the 3rd July. This might appear in a bald statement to be unnecessary and no doubt much will be written on the subject.

We, in studying the report, come to this conclusion.

- (1) The N.P.I.B. are very much in favour of Officers belonging to and feeling part of a Company.
- (2) These Officers, once accepted in a Company and feeling that they have a future, must then look upon themselves as a Management team and not make issues and agreements akin to labour on every aspect of their employment. (The report's actual wording is "In the second place, we think there is an inconsistency in the attitude of the officers' organisations to overtime and to leave. It appears that while officers claim to be paid salaries on a scale suitable to managers or members of a profession, they wish to be treated as manual workers for the assessment of their overtime.")
- (3) The Company and their officers should feel free to make agreements between themselves as long as these agreements are acceptable to the Associations.
- (4) Part of the reason for the officers' rise in pay is because the Board accept that there must be an acceptable difference in pay between ratings and the body who supervise them.
- (5) When the ratings had their recent improvement in conditions the N.U.S. on their part agreed to the one-in-a-watch system when navigation permitted, and thus overtime was cut for the same amount of work done. The Board therefore feels that officers and Management on their part should consider what they can contribute in economy and efficiency to offset the new rise in salary.

The foregoing points are taken from the report which literally states as follows:-

"Paragraph 27: We do not, however, accept the assumption which both the Shipping Federation and the officers' organisations appear to have made - that because a settlement for ratings involves a given increase in average costs, the officers are entitled to an improvement in their pay and conditions involving a similar proportional increase in costs. This seems to us to be an incorrect interpretation of the ratings' settlement. The original estimate of the cost of implementing a 40 hour week at sea was reduced by the changes in manning and the better control of overtime which the agreement permitted. Had further economies been possible it would have been both in the shipowners' interest and in the national interest to reduce the cost still further.

Paragraph 28. Similarly, if we believe that

incumbent on the industry to search for ways in which this increase can be used to develop more effective teams of officers and thus lead to ultimate reductions in cost. The primary responsibility for the search must rest upon the Owners, but in negotiations no proposals were put forward.

Paragraph 29: It is our view, however, that proposals are available. The way to them is pointed by paragraph 26 of the White Paper we have quoted in paragraph 24 above, and by the final report of the Pearson Court which emphasised that 'the most urgent need in the field of Industrial Relations is for companies to plan, develop and implement effective personnel policies'".

We, on our part, feel that we have come a long way in establishing a feeling of trust between you at sea and us in the office. Innovations which have been introduced, we gather, on the whole, have been welcome and by the same token, any disagreement, which we are pleased to record has been small, has been voiced in such a manner that can only be described as constructive.

The above, we hope, will help to bring more to your notice that Lyle, which means you, still intends to base its policy on this continued mutual trust. When you are notified of your new details in salary, we hope you will realise that we are presently and constantly looking for new ways of obtaining efficiency, whilst improving conditions, and in this we continue to look to you on the practical side for ideas in which this can be achieved.

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From the "Keyboards".....

In our office there are four,
Always smiling, never dour,
Two Annes, a Linda and a Jean,
The like of which you've never seen.

Big Anne, she is always busy,
Jean I'm afraid is rather dizzy,
Wee Anne thinks life is just a ball,
And Linda is fairest of them all.

From Nine to Five every day,
We sit at desks and slave away,
We never let it get us down,
And face it all without a frown.

So be it a letter, an envelope or what,
You know we will gladly type the lot,
And if at times our tempers are fraught,
Please bear with us - 'cos were all
you've got!!!!

- - - - -