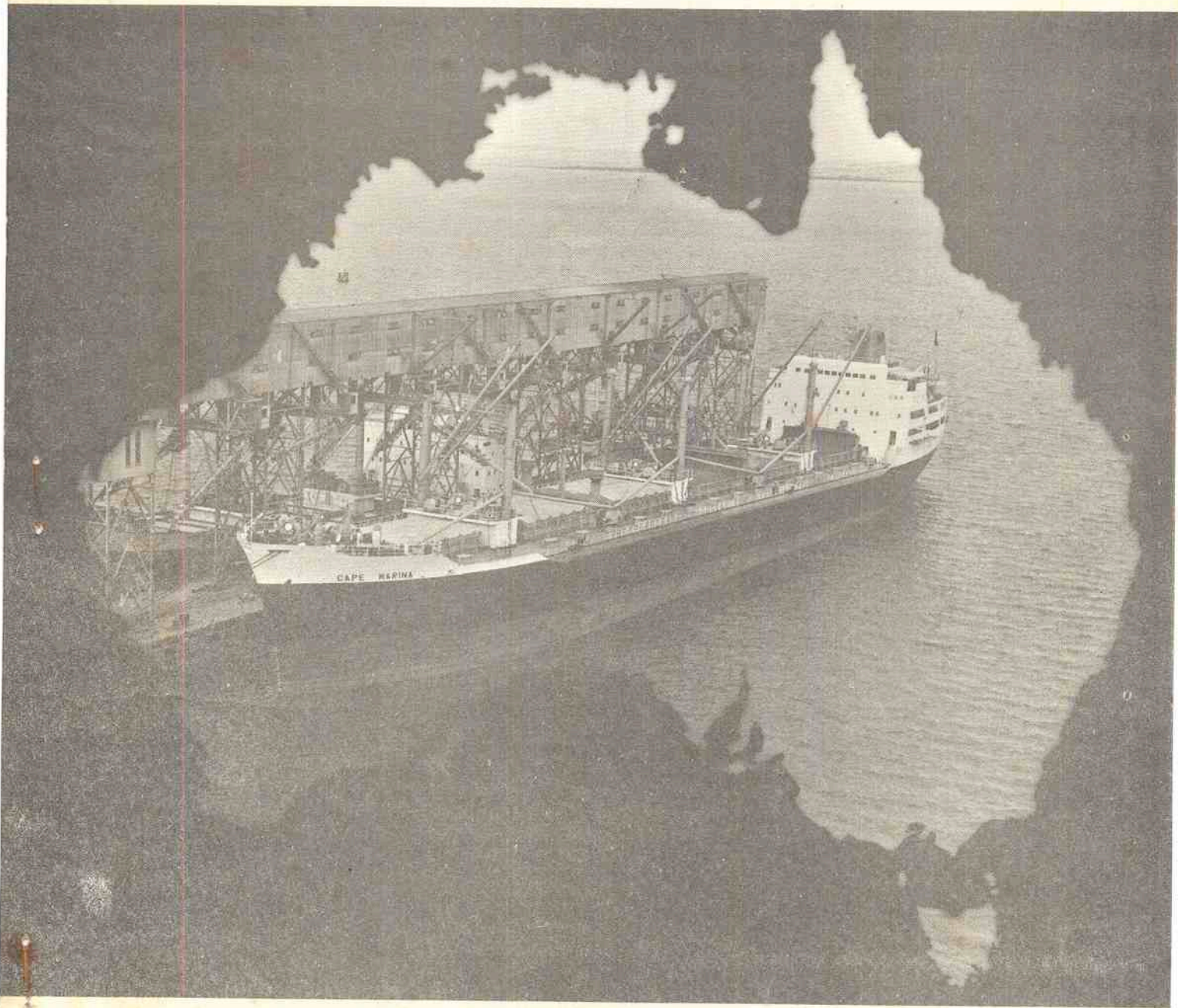




LYLE JOURNAL

15/67 - OCTOBER.



M.V. "CAPE MARINA" at Geelong 23.4.67.

Loading Wheat for Japan.

INDIVIDUAL SHIP NEWS AND MOVEMENTS

Do not be misled by the form hitherto of this section - it is the one we would like to see blossom with ship contributions and illustrations coming from those on board and dealing with life on board during the particular voyage. This part of the Journal badly needs a transfusion - word and picture donors forward!

M. V. "CAPE CLEAR": from Grangemouth to Raahe and Hamburg for Pig Iron to Japan, thence B.C. for Lumber to U.K. or U.S.N.H. probably followed by Phosphate from Tampa to Australia/New Zealand. On the passage from Grangemouth to Raahe, vessel will call at Bergen to undergo guarantee drydocking. Crane operating reports reasonably satisfactory, but more experimenting required to improve results. Post delivery defects are few and minor, whilst machinery performance highly satisfactory.

M. V. "CAPE FRANKLIN": B.I.S.C. (Ore) voyages mainly southbound.

M. V. "CAPE NELSON": B.I.S.C. (Ore) voyages mainly southbound - vessel recently underwent repair work to deck fracture and preventive work in other areas to forestall similar occurrences. Recent official passengers registered great satisfaction with their voyage in "CAPE NELSON".

M. V. "CAPE HOWE": B.I.S.C. (Ore) voyages mainly Seven Islands and Port Etienne to Newport.

M. V. "CAPE MARINA": With Coal to Japan then return via Nauru for Coal again, followed by Nauru to the West to position for Oats cargo to Continent. Unfortunately this vessel has been delayed at Newcastle, N.S.W. due to very heavy congestion at the Coal loading berth.

M. V. "CAPE RODNEY": After discharging Pig Iron in Japan, ballasts to Nauru for Phosphate then Coal from N.S.W. to Japan, followed by Phosphate from Christmas Island to the East, where loads Coal for Japan. It is a long time since a Cape ship loaded at Christmas Island, except when on time charter.

M. V. "CAPE RONA": On conclusion of Pig Iron voyage to Japan, ship ballasts to B.C. for Timber for discharge in U.K.-Continent; thereafter lifts a further Pig Iron cargo for Japan. Vessel has just undergone survey work at Stavanger.

M. V. "CAPE ST. VINCENT": Loaded Bunbury with Ilmenite for Immingham, thence Rotterdam for Pig Iron to Japan, after which transfers to West Australia for a further Bunbury cargo for U.K. Ship has recently completed a stint of self-discharging at Noumea, where many new problems were met and overcome, adding to our crane lore.

M. V. "CAPE HORTEN ONE" (Yard No. 162): Keel laid September and launching due during February, 1968, with delivery in June same year.

M. V. "CAPE HORTEN TWO" (Yard No. 163): Keel due to be laid February, 1968, with launch in August and delivery end of the year, beginning 1969.

M. V. "CAPE HORTEN THREE" (Yard No. 165): Keel due to be laid September, 1968, launching February, 1969, and delivery June, 1969.

PERSONAL: We are pleased to announce the engagement of Mr. William McMillan to Miss Christine Poland, and our best wishes go to them for the future.



Caledonian's latest aircraft, their first Boeing 707, pictured in flight in Company's standard livery, which is silver undercarriage and wings, white top, banded in gold, blue and white along fuselage, blue tail fin with Lion Rampant.

TOMORROW'S WORLD

Even with the continuous progress in ship design during the past years the designers are already looking ahead to the year 2000. By then we shall have whole fleets that submerge, capable of travelling under the North Pole, cutting 2,000 miles off the present distance. These vessels will travel at 40 knots, possibly more, with newer designs in propellers being introduced. The cargo will surround the accommodation like the white of an egg surrounds the yolk.

There is much criticism that the construction of these vessels would cost 5/10 times as much as a surface vessel, Although this is true, these submarine vessels will use up much less energy and they will be unaffected by bad weather, or the breaking effect of their own bow waves, thereby reducing the cost on the long run.

The greatest obstacle of these large vessels when travelling under the Arctic will be navigation, due to the fact that beyond 70° north, compasses fail to give correct readings/

readings, simply going haywire due to the nearness of the Pole, Of the many solutions to this problem the most popular is to place plastic buoys under the Arctic. Each buoy will contain a small nuclear generator enabling the vessel, by means of a hydrophone to tune into the sound of the waves coming from each buoy. This system will allow safer travel under water.

The day will come when regular submarine convoys will be in operation, each vessel pulling a line of tubular containers which hold a cargo of anything from fine grain to oil. On arrival at ports the containers will be disconnected and tugs will fulfill the final operation by taking the cargo upstream to its final destination without the present need to discharge and reload. Another future dream lies with hovercrafts capable of travelling far inland to large towns like Chicago without stoppage, rather than the present system of unloading the cargo at the nearest ports and taking it the remainder of the journey by rail.

These new ideas for shipping in the year 2000 may seem unbelievable and ridiculous, yet we just need to look back at vessels thirty years ago compared with today's 200,000 ton tankers. Therefore, we can just wait and wonder at what will be in store for us by the year 2000.

A.D.

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The Watch Ashore.

The Watch Ashore was founded in 1933. It was first thought of by The Honourable Mrs. Nelson-Ward who was keenly interested in her husband's Amdiral Nelson-Ward, and Captain W.H. Coombs work for improvement in conditions for Merchant Navy Officers. Mrs. Nelson-Ward felt that wives and mothers of Officers would be able to help the cause of reform. Why should there not be a definite Association of Womenfolk, relatives of Merchant Navy Officers? In this way the future Watch Ashore was suggested. Mrs. Nelson-Ward wanted the Watch Ashore to be an organisation for the purpose of members getting to know one another and working to stimulate public interest in all matters concerning the British Merchant Navy. On February, 20th, 1933, the first meeting of The Watch Ashore was held in the Officers (Merchant Navy) Federation Offices in London. Rules were drawn up and the objects of the Association agreed. These were to form a bond of mutual interest between wives, mothers, sisters, daughters and others interested in the well-being of the officer personnel of the Merchant Navy and to stimulate and sustain public interest in the necessity for reform in the Officers' conditions of service in the Merchant Navy. (It must be remembered that in those days conditions of service for Merchant Navy personnel were not good).

There were soon branches of the Watch Ashore in many ports - Cardiff being the first to form a Branch. Captain W.H. Coombs did much work at this time to encourage the new Branches, visiting them and explaining the aims of the new Association. Now there are twenty Branches of The Watch Ashore, in all the major sea ports throughout the British Isles.

Glasgow Branch was started in 1944. Their meetings are held fortnightly in The Merchant Navy and Airline Officers Association/

Association Rooms, 87, Carlton Place, Glasgow, C.5. and we have a very happy and flourishing Branch. At some of our meetings we have speakers discussing a wide variety of subjects and we also have nights 'on our own' when we can chat and become acquainted with one another. We also have visits to places of interest and in our next session, we are visiting the Edinburgh Crystal Glass Company and The Mauchline Creamery and we are hoping to arrange a trip down the Clyde on the Glasgow Sludge Boat which, we understand, is a very interesting experience. We also meet members of the other two Scottish Branches (Edinburgh and Dundee) once a year to exchange news and views with them and these have proved to be very happy social occasions in our Calendar.

At the beginning of June this year, Glasgow Branch were the hosts of the Triennial Meeting of The Watch Ashore. This meeting, which was spread over four days, was an outstanding success. Representatives from all our Branches came to Glasgow for the occasion. We had a Civic Reception in the City Chambers and an Official Dinner in the Grosvenor Restaurant which was attended by Glasgow's Senior Magistrate, Baillie Daniel Donelley and representatives from Glasgow Shipping Companies, Officers (M.N.) Federation, Glasgow and Clyde Shipowners' Association and The Shipping Federation, amongst others. Even the weather was kind to us and we were able to show our guests Scotland at its best - taking them on a tour of the Trossachs one day and, on the next to Dunoon. Everyone enjoyed these trips enormously and many friendships were made.

The Watch Ashore looks forward with hope and confidence.

There must be hundreds of wives, mothers and sisters of Merchant Navy Officers who are unaware of what membership of The Watch Ashore could mean to them and there may be many not directly connected with the Merchant Navy who would find it stimulating and interesting to become an Associate Member. Should any reader feel that the Association might have something to offer them or their relatives, I shall be only too pleased to give them further information about our meetings if they get in touch with me, or if they live in another town, give them the name of the Secretary of their nearest branch.

To end on a personal note, I can assure you that the Watch Ashore has done much for me personally in widening my horizons and enabling me to meet others in the same position as myself who have to be separated from their husbands for long periods.

Mrs. R.H. Logan,
Hon. Secretary,
17, Linn Drive,
Muirend,
GLASGOW, S.4.

Reproduced from the Hogarth Newsletter and we thank the author, Mrs. R.H. Logan, wife of the Chief Officer of the "BARON GARIOCH".



The "Daleks" in action on "CAPE CLEAR" whilst discharging Phosphate at New Plymouth, New Zealand.

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DROP EVERYTHING - IT'S QUIZTIME!!

1. Why is 'pig iron' so called?
2. Catgut, used in the manufacture of tennis rackets is obtained from a) Leopards b) sheep c) cats or d) fish?
3. Why did Indians find a sign language necessary?
4. Is there land or sea at a) The North Pole b) The South Pole?
5. What special type of food do spacemen eat?
6. What card game could you cross water with?
7. What Island in the Atlantic was evacuated in 1961 when a volcano erupted?
8. What kind of chase can never be successful?
9. What three metals are used to make up the British Penny?
10. Who were the Black and Tans?
11. What distinguishes all rescue craft in Great Britain?
12. Which is the worlds largest inland sea and which ocean does it connect?
13. What can you take a half away from and still have almost a whole left?
- 14./

14. What large boats are shaped the same at both ends?
15. Name four jobs for which you may get danger money?
16. What famous yachtsman established a solo crossing of the Atlantic in 1960. Name his boat.
17. Which country is the worlds biggest maker of cameras?
18. The worlds longest pleasure pier is at a famous resort in England. Where is it and how long is it.
19. What costs Britain £60 a second?
20. Where on a vessel would you expect to see a "Truck".

(See answers on page 14).

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A GULLIBLE STORY.

There seems to be general satisfaction and agreement around the Company that the changeover from white to cream coloured paint for the superstructure is a big improvement in appearance. There is one snag to this and that is, indiscriminate painting by seagulls is more noticeable, depending to some extent on their latest diet. This is a problem which has beset Chief Officers for many generations, but the writer has solved it in a most humane way and has pleasure in passing on the circumstances of the successful trial and remedy.

Rounding Ushant one morning, the vessel was met with the usual squawking shower and the bright new paint and varnish work was immediately under bombardment. The suggestion was catch one of the and string it up by the neck to the signal yard to warn offenders off. The boatswain was left with instructions at noon to fix this before 4.00 p.m. Coming on to the bridge at 4.00 p.m. the Mate was amazed at the peacefulness prevailing and realised that, not only had the squawking stopped, but there was not a seagull in sight, not even one dangling from the foremast yard.

The Bosun reported on the bridge shortly after 4 o'clock bursting with his explanation on just how he had cured the excess of white painting. It seems he had sneaked up on a seagull preening itself on top of the bridge cab, grabbed it quickly and rushed it to the paint locker; there he had painted some aluminium on to its feet, giving it a nice pair of silver slippers. The gull was then released and it promptly streaked non-stop for the horizon, with all its feathered painters behind it. The curious thing was that, although this episode took place off Ushant, not another seagull came near the ship. This happy state existed whilst passing close to other vessels who had their usual umbrella of gulls. Even sailing up the Humber, passing through the Locks and eventual docking, not a single 'visiting card' was left.

This cure is painless, so should be acceptable to the R.S.P.C.A. and such interested Associations, and it is felt if we are doing our best for the gulls by keeping oil off the waters, they should be taught to keep ships' paintwork in an unblemished state. We do think it is a much more humane treatment than the piratical method of hanging one from the highest yard as an example. As yards are going out of fashion anyway, some other deterrent must be used. No doubt Stores Control could see their way clear to allow an extra one gill of Aluminium paint. Anonymous.

THE OLD PHOSPHATE HAND'S LAMENT.

To be sung to the air "Lament" for the Border Widow" - or any other you fancy. (That is if you can sing).

Woe worth the hour, woe worth the day,
That from old England's shores away,
We sailed into the Atlantic Grey,
For far away Nauru, Oh.

The personnel Department Head,
Assured me that his poor heart bled,
That he could not go in my stead,
To far away Nauru, Oh.

"Why is it then, you lucky guy,
That you can go, while such as I,
Must stay and toil 'neath cold, grey sky,
And never see Nauru, Oh.

The very sands, as he'd been told,
By sailors grizzled, grey and old,
Were of the purest shining gold,
In far away Nauru, Oh.

That happy land was full of cheer,
They even served the crew free beer,
From glasses long and cool and clear,
In far away Nauru, Oh.

That on the shining, golden strand,
To soft, sweet strains of Negro band,
Fair maidens danced all hand in hand,
In far away Nauru, Oh.

The picture painted was so fine,
I scarce could wait to reach the Tyne,
The "Sable's" articles to sign,
For two years at Nauru, Oh.

No parting thought could make me sad,
My bag was light, my heart was glad,
I little dreamed that I'd been "had",
In signing for Nauru, Oh.

But I was in for quite a shock,
When first I saw the loading dock,
And when they started pouring "rock",
At far away Nauru, Oh.

The Phosphate from the loading towers,
Descended down in grey-brown showers,
And blinded me for hours and hours,
I couldn't see Nauru, Oh.

No golden sands, no rounds of cheers,
No maidens fair, no cool, free beers,
And I'm condemned for full two years,
To ply here to Nauru, Oh.

But now the voyage nears its end,
And I'm still not quite round the bend,
The De'il himself I wouldn't send,
For Phosphate to Nauru, Oh.

Alasdair Mhor.

LETTERS

Dear Editor,

It is highly unlikely that I am the first Supercargo to be appointed in the long history of shipowning and ship-managing by the Lyle Shipping Company, but I cannot recall a similar appointment in recent years; and it is precisely for this reason I feel that some observations on the duties of such a functionary might conceivably be of interest to readers of our Newsletter.

Not unnaturally, it was with some misgivings that I joined one of the time chartered vessels some months ago in the capacity of Supercargo, but as I had recently commanded "CAPE RODNEY" while she was on time charter to Norwegian Shipowners, who appointed one of their Masters to accompany the ship in such a capacity, I had, I felt, some inkling of what was required of me. Now, after several months on board this ship, I realise how fortunate I have been in this appointment which has afforded me the unique opportunity of seeing things 'from the other side of the fence'.

Probably the most impressive fact I have learned is that, because of the very nature of his duties - which are certainly not without a great deal of interest - the Supercargo's job is no sinecure. It may well be that some young Officers, who have not as yet had the opportunity of sailing upon a ship "plagued" by the presence of a Supercargo, will ask the question, "Well, just what are his duties?", and that is what I shall try, briefly, to answer here.

A Supercargo may be appointed to travel with a ship for a variety of reasons; as the usual charter party has it, "The Charterers shall have permission to appoint a Supercargo, who shall accompany the vessel and see that the voyages are prosecuted with utmost despatch", but, in point of fact, in these days of highly efficient radio communication, a Supercargo is usually appointed for the main purpose of assisting the vessel's Master and Officers with the particular aspects of the trades upon which the time charterers' ships are usually engaged; in the case of foreign-flag vessels, manned by Officers whose knowledge of the English language is limited, to ensure that the contents of Charter Parties, Letters of Instructions and other important documents are understood; to see that proper log abstracts and records are kept and forwarded at regular intervals to the time charterers and, of course, to investigate and report upon occurrences affecting the time charterers' interests, such as stoppages at sea, deviations for any purpose, breakdown of cargo gear, delays in loading, discharging, bunkering and other such incidents.

It will be obvious that the qualities required by one who Izaak Walton would probably have described as "The Compleat Supercargo" are a knowledge of the trade, firmness, patience, an even temper, diplomacy and a sense of humour - above all, a sense of humour! Now the writer hastens to confess that he does not, to any unusual degree, possess such commendable and admirable virtues, but, having been "pushed in at the deep end", as it were, he certainly has had cause in the course of his duties to try to develop them!

Clearly, the man who joins the ship as Supercargo and allows himself to be "kicked into a corner" - treated by the ship's staff/

staff as a thoroughly unwelcome third-class passenger - has failed miserably from the outset; on the other hand, however, he who joins in such a capacity with the intentions of brow-beating the Captain and his Officers into doing everything HIS way, has equally failed, for such an attitude can only cause high indignation and "call down coals of fire upon his head", so that he is neither able to help the Ship's Staff nor inspire in them enthusiasm for the time charterers' venture. Hence the need for firmness and diplomacy.

It is equally clear that, when the time charterers decide the ship is to proceed to Tampa to load phosphate, no Supercargo will cut much of a figure if, when the Captain asks him, "Just what the devil is phosphate, and what's its stowage factor?", he replies "Sorry Sir, I haven't the faintest idea". So you see, a knowledge of the trade is a decided advantage!

Again, the good Supercargo must be at least as adroit as the Captain at "bending" the Beaufort wind scale; in other words, when the Captain decides that the moderate breeze blowing is actually Force 6, using all his charm and diplomacy, the Supercargo must talk him into agreeing that it's really only Force 3. Now, everyone knows that bending a scale back and forth in this way bids fair to break it, but so long as no hearts or tempers are broken in the process, and you gain your point, little harm is done. An even temper, therefore, is indispensable for the job.

Problems occur on the best run ships, as we all know only too well, but an extraordinary degree of patience is required when, in Greek, or some language other than English, the Captain, Chief Engineer or the Chief Officer (or, quite likely, all three together, and at the same time) tells you of the problems in very great detail, shouting as loudly as possible to prevent you breaking into the flow of conversation, and also in the hope that the louder he shouts, the better chance there is of you understanding and agreeing with him.

For many reasons, not the least of which being that he is looked upon as a sort of spy, the Supercargo is a "foreigner" on board - "a voice crying in the wilderness"; and under such circumstances, the best way of getting along with people, I find, is to preserve a sense of humour. Since my experiences as Supercargo, I have come to the unshakeable conclusion that it was due to the lack of this virtue that the original "Voice in the Wilderness" lost his head!

Time is the interval that lapses between....." well, every good second-year Cadet knows the definition of "TIME", so why labour the point; but, he who would aspire to become the "Compleat Supercargo" would do well to "grave it upon the tablets of his heart" and also invest in a good stop-watch, for, when he hears the engines grind to a stop at sea, he will require his watch to find out how long they actually stopped for; after all, Wheelhouse and Chartroom clocks have been known to do some very strange things at such times, and, as for Engineerroom clocks....., well, probably the less said, the better! And, of course, at such times, the Supercargo will again need to "turn on" that charm and diplomacy to convince the Captain that "Off Hire Time" counts from the time the engines stopped, not from the time the ship lost way through the water. Again, under such circumstances, at least a basic knowledge of/

of what makes the propeller go round is required if one would confound the Chief Engineer when he tells you he will be stopped for only a couple of minutes while he opens up No.4 unit, draws out the piston, examines the liner, changes it or isolates the unit, and boxes everything up again!

Do you know, upon reflection, and despite everything that has already been said, probably the prime requisites of the Supercargo are a cast-iron stomach and the constitution of a horse if he is to subsist, nay, thrive upon food he's never tackled in his life before. Without trying to controvert the age-old belief that "The human constitution is eminently adaptable to all circumstances and privations", I think it wise to warn the would-be Supercargo to eschew his aspirations if he is not the proud possessor of these physical characteristics! After all, daily doses of spaghetti may be fine fare for Italians and Greeks - goulash for Hungarians and Yugoslavs is doubtless the very thing - but whether the "Hielan Chentleman" can get along on such dishes is altogether another matter.

Having now catalogued and demonstrated the desirable qualities in the Supercargo, in general, let me give you a few details of this time-chartered ship; those who have scanned their atlases from cover to cover without finding Cape Dalemós might wonder how this ship came to be so named, and a brief history, for the purpose of enlightenment, might not be out of the way. She was built for Westfal Larsen and Company of Bergen, by Kockums of Malmö, and as a tanker traded for her Owners from 1950 to 1962 under the name of "H. WESTFAL-LARSEN" - quite a name to take by "aldis-lamp" on a wet dirty night! In 1962, at West Hartlepool, she was converted to a bulk carrier by William Gray and Son, a company since gone out of business, and traded for the same Owners under the name of "HERANGER" until 1965, when she was sold to her present Owners, Lemos and Pateras, who renamed her "DIMITRIS A. LEMOS". When she was taken on long term time charter, in order to continue her own name while combining it with those of the "CAPE LINE", it was abbreviated to "D.A. LEMOS"; hence her present name "CAPE DALEMÓS" of Piræus. In her present form, she is a five-hold, single-deck, self-trimming bulk carrier, but, unlike our own bulk carriers, which are equipped with cranes, the "CAPE DALEMÓS" has the more usual two five-ton S.W.L. derricks at each hatch and steam winches. On a loaded summer draft of 32' 3½" she is capable of lifting 17,130 tons. For those of our Engineers who are interested, she is powered by a Kockum's six-cylinder M.A.N. double-acting two-stroke, solid injection oil engine, and electrical power is supplied by two M.A.N. diesels directly coupled to two dynamos supplying 150 kilowatts at 230 volts, also one steam-driven dynamo supplying 75 kilowatts, for port use. The main engine is supposed to develop 6,000 B.H.P. at 110 r.p.m. and the consumption is between 20 and 21 tons of heavy oil per day. The diesel generator consumption is about 1.5 tons per day. The auxiliaries, in the main, are steam-driven, steam being supplied for these, and for heating purposes by two oil-fired upright boilers of Cochrane type. As this ship is now seventeen years old, there are few modern innovations on board, so there is little of interest in this direction to impart.

The/

The ship is manned by an all-Greek crew of thirty-six, consisting of the Master, Chief, Senior Second and Junior Second Officers, Apprentice, Radio Officer, Boatswain, Carpenter, six Able Seamen, two Deck Boys; Chief, Second, Third, Fourth and two Apprentice Engineer Officers, Electrician, Donkeyman, three Greasers and three Wipers; Chief Steward, two Assistant Stewards, one Steward's Boy, Chief Cook and Second Cook. Deck and Engineroom watches are kept on very much the same lines as in a comparable British ship, and the hours of duty are governed by The Greek Seamen's Collective Agreement, a set of agreements drawn up on similar lines to our National Maritime Board Agreements.

There are few, if any, recreational facilities on board this ship - no Recreation Rooms or Bars, no films or ship's library - and all on board seem to spend their spare time sitting in each other's rooms, smoking, talking and playing cards. There are, however - and all too near my room - about half a dozen record-players upon which are played, at "full blast", interminable Greek records; long, wailing, off-key airs seem to be most in demand, and since being subjected to this outrage for three months, I have come to appreciate the protests of those whose ears are quite untuned to the really Great Music, played - needless to add - on the pipes or the chanter!

As shipmates, I have found the Greeks, although most are unable to speak more than a very few words of English, very friendly and, to some extent, helpful. They are very pro-British and I am told that they have tried to model their ships' routine on that used on most British ships. During the recent political upheaval in Greece, in which, by an Army Coup, the constitutional Government was ousted, the ship's Company quite understandably, were greatly concerned for the safety of their families and the well-being of their country, and as they were unable to receive any news from Athens Radio they requested me to listen to every available B.B.C. programme of News. Whenever possible, I listened to the News, typed it out in half a dozen copies and distributed them to the various messes; with the help of their Greek/English dictionaries, the News was translated and heatedly debated all over the ship, everyone arguing his point of view at the top of his voice. When, because of the time difference or because of poor reception, I was unable to hear the B.B.C. Overseas Programme, I offered to take the news from "Voice of America" or local Australian stations, but the ship's Company were not in the slightest interested in this, telling me that from their experience in times of war and peace, the only thoroughly reliable, unbiased news beamed to the Mediterranean countries was from the B.B.C. in London.

As the food is entirely different from that served on our ships, it can scarcely be compared in any reasonable way, but I gather from those on board that the food here is good and plentiful; there does indeed seem to be ample food, but the style of cooking is decidedly not to my taste, and in order to give you some idea of the standard of feeding, I list the items upon today's menus. For breakfast there were two eggs, fried in olive oil and a piece of highly seasoned sausage, bread, butter and a small cup of very black, thick Greek coffee. Dinner consisted of a couple of sardines and black olives/

Editor's Note: In fact, to the best of our knowledge,
Captain Fraser is the first Lyle
Supercargo to be appointed - a rare
and doubtful honour.

The following are extracts which have been noted lately in the
press.

"ROY" ex "KALLIOPI" ex "CAPE HAWKE":

"ROY" from Talcahuano for Yokohama
arrived Yokohama 18th July in
tow of salvage tug Nissho Maru
with crankshaft fractured
(Lloyd's Index 22.8.67).

"ROY" (ex "KALLIOPI" ex "CAPE HAWKE")
motor vessel 6,884 tons gross,
built Port Glasgow 1941, sold
lying damaged at Yokohama by
Compania Naviera Skaros, S.A.,
Piraeus, to Japanese Breakers.
(Daily Freight Register
28.8.67).

VARIED CARGOES.

The advent of the ore and bulk-carrying ships has much diminished the variety of cargoes now being carried in the Lyle fleet. As far as the Ore Carriers are concerned, one cargo follows another with monotonous regularity, the only appreciable difference being that some ores are not just so filthy as others, whilst on the bulk carriers, much the same procedure exists with one dusty cargo of Phosphate being succeeded by a somewhat cleaner cargo of Australian Coal. Presently there is a variation of this with the Pig Iron cargoes from the Continent to Japan. Doubtless these latter cargoes will be loudly condemned by those carrying them, for there will be non-stop rolling on the passage to the Far East. A few ships have, of late, been fortunate enough to load more interesting cargoes in the Vancouver area where, at one time, Lyle ships were well-known and highly thought of. There can be little doubt that the new bulk carriers will be warmly welcomed, although they will not be completely accepted until they have proved their worth, in the eyes of Vancouver Charterers, by lifting good deck loads.

In previous days, vessels moved around at a much more leisurely pace and spent much more time in port than they do today. Varied cargoes included Wheat, Lumber, Lead Pulp, etc., from Vancouver area to the United Kingdom; Nitrates from Chile to Spain and Egypt, Jarrah Wood from Western Australia to Ceylon and Suez; Whisky, motor cars and generals of all descriptions from Glasgow to the West Coast of the United States; Salt from Aden to Calcutta; Rice from Indo-China to Japan; Wool from New Zealand to Continent/United Kingdom, Case Oil from Mexico to India; Grain, Hides, Bones, etc., from the Argentine.

Little is heard today of Quebrache Logs. These were loaded many miles up the River Plate beyond Rosairo, at a small post named Santa-Fe. Ships lay in deep water fifty yards or so off shore and parallel to it, being held in position by an off shore anchor forward and a kedge anchor aft with mooring lines to tree trunks ashore. These Quebrache logs were all shapes and sizes - many resembling the hind legs of a dog. They lay in stacks on the beach for many months and snakes used the cavities in them for nesting. The loading performance was that heaving lines were attached to the derrick hooks which were pulled ashore manually. A sling load of logs was hooked on and pulled through the water, banged against the ship's side, and then hove aboard. The procedure of pulling the hook ashore again resumed - a long slow process. Discharging such a cargo in Hamburg on one occasion, several snakes were found in No.2 hold and the Dockers stopped work. The worthy Master of that particular ship was an excellent rifle shot and to get the discharging resumed took up station in the hold and disposed of two of these reptiles.

Further memories of snakes, etc., are brought to mind recollecting an occasion when a certain ship left Calcutta for the United States with 100 odd reptiles on board. They were housed in wooden boxes - three/four per box. A light wire mesh topped the box under the lid and food and water were/

were poured to them through this. Severe, cold wintry weather was experienced in the North Atlantic and these conditions proved too much for the majority and there were many deaths.

Shortly after a snake dies the stench becomes unbearable and the dead snake has to be removed. Great care had to be exercised in this removal and the Chief Officer and Bosun became adept at steadying the box on the Poop Rail, gently easing up a corner of the wire mesh and removing the dead snake with a hook, whilst his alive partners hissed and spat up at them. One false move and the box would have been allowed to drop overboard.

On that particular voyage about six large python snakes were also carried; they were each approximately twelve feet long and weighing several cwts. They were in much stronger boxes with lids screwed down and air holes only on the top. Prior to leaving Calcutta, they had been fed for a period of sixty days and were expected to sleep over that time. The timing mechanism of one appeared to go out of action and about the thirtieth day, the Chief Officer got a frantic call saying a Python was crawling about the after deck. This reptile had used his head as a sledge hammer and thus burst open the lid. First thoughts were to shoot it, but someone had sufficient knowledge to say that it could not attack unless its tail was anchored to the branch of a tree or some such thing, when it could coil itself around one and crush to death. An empty forty-gallon drum was laid flat on deck and the brute was prodded with oars, boot-hooks, etc. Slowly it crawled forward and coiled itself down in the drum which was quickly upended, covered with canvas and the brute was tipped back into its box. On arrival in New York, the newspapers made great publicity of this episode by stating that the Python had been swung dizzy by a hefty seaman (a well-known Bosun in this Company for years). That particular voyage was further enlivened with 750 monkeys. They stood up much better to the rigours of the North Atlantic than did the snakes.

The variety of cargoes previously carried required much more thought as to stowage and separations, than todays bulk handlings. Apart from seeing the bulk cargo evenly distributed to avoid undue stresses there is little excitement or glamour in lying under a spout and loading at 2,000/3,000 tons per hour. However, progress there must be and it is confidently expected that the tramp bulk carrier will prove a more economical and better financial investment than her predecessor - the old three Island ship with two derricks per hatch - tween decks, etc.

D.M. Taylor.

Have you heard.....

The Soviet Union have opened up a new sea route between Europe and the Far East via the Arctic Ocean. A Russian vessel sailed from Hamburg for Yokohama and followed an Ice Breaker which cleared a path through the heavy ice off the Siberian Coast. It is hoped to start a regular service next year. The route is calculated to save 9,700 miles on the Cape of Good Hope route and 7,300 miles on the Suez route.

"The Naughty Knot" by Ian Dubh.

The Skipper raged, the Skipper swore,
"A knot" he cried, "Just one knot more,
This I beseech, this I implore,
'tis all I ask for, one knot more".

The Mate he piped the crew on deck,
And said "By golly" and "By heck,
If this knot we do not get,
You'll hang from the yard arm by the neck".

Then spake the Bosun with voice so meek,
"What type of knot, Sir, is it you seek,
Bowling, granny, sheepshank or reef,
One that's strong, Sir, or one that's weak?"

The Chippy cried he had a thought,
Perhaps he knew what knot was sought,
And hastening off he went and brought,
From a plank on deck a great big knot.

"Do you think that you can bait,
And fooled me always?" cried the Mate,
The knot that's wanted let me state,
Is the knot that tells the vessel's rate.

Then from the engine room did slip,
The Chief of Engines of the ship,
A spanner held with fearsome grip,
Wild-eyed muttering "Minus slip".

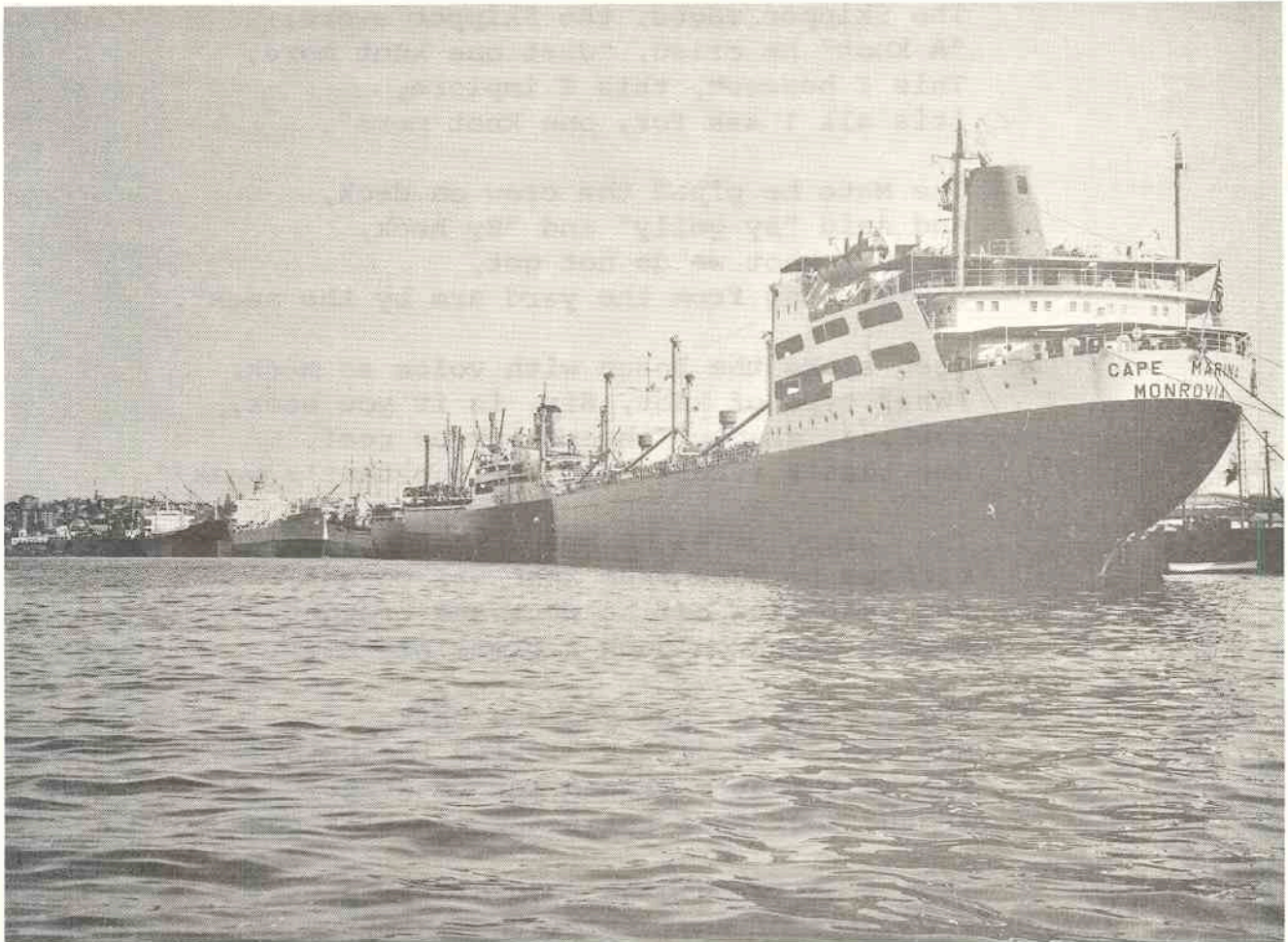
On hearing this low whispered word,
The Mate he did his loins gird,
Ran to the Bridge like he were spurred,
To tell the Skipper they had erred.

There the Skipper he saluted,
And in voice controlled and muted,
Said the run was wrongly computed,
As the engine speed dared not be disputed.

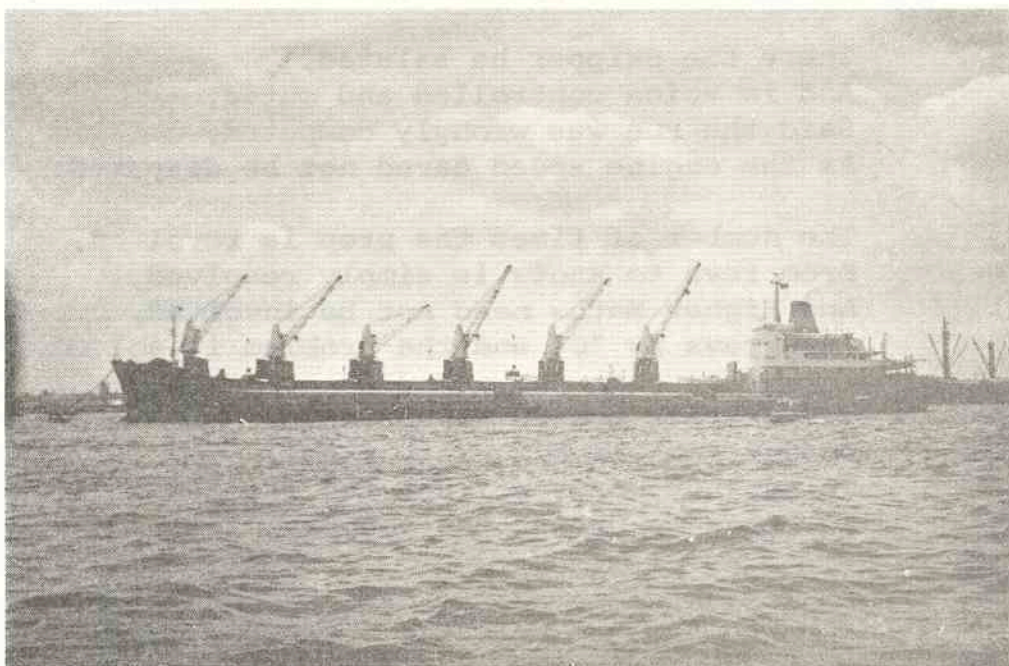
The number of times the prop is revolved,
From revs to knots is simply resolved,
And Higher Maths need not be involved,
'tis revs by "C" and the problem is solved.

The Skipper now is at his ease,
Forgetting all his hasty pleas,
No naughty words pollute the breeze,
As brave we breast the pounding seas.

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M.V. "CAPE MARINA" waiting to load Coal at Newcastle, N.S.W.



General view of the "CAPE CLEAR" self-discharging grain into lighters at Yokohama.

M. V. "CAPE CLEAR"

M. V. "CAPE FRANKLIN"

C.G. Mallett	Master
G. Anderson	1st Mate
H.S. Taylor	2nd Mate
N. Robertson	3rd Mate
B. Breslin	Radio Officer
J. Daniels	Cadet
C. Pyper	Cadet
P. Sharman	Bosun
B. Smith	Ch. Engineer
D. Anderson	2nd Engineer
A. Jack	3rd Engineer
K. Blight	4th Engineer
D. Kassim	Ex. 4th Eng.
J. Allan	Jun. Engineer
D. Evans	Jun. Engineer
J. Robertson	Electrician
P. Coles	Ch. Steward

M. V. "CAPE HOWE"

T.C.D. Hogg	Master
J. Readman	1st Mate
W. Andersen	2nd Mate
D. Burchell	3rd Mate
H.A. Chambers	Radio Officer
R. Owens	2nd R/O
D.J. Campbell	Cadet
R. McKenzie	Cadet
C. McDonald	Cadet
G. Henderson	Chief Engineer
B.J. Sharp	2nd Engineer
A.R. Khan	3rd Engineer
J. McLay	4th Engineer
R. Nelson	Jun. Engineer
R. Gillan	Jun. Engineer
T. Bromley	Electrician
J. Clancy	Ch. Steward
C. Cheetham	Chief Cook

On Leave/

M. V. "CAPE NELSON"

C. Perkins	Chief Cook
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M. V. "CAPE RODNEY"

A. MacLeod	Master
L.M. Hocking	1st Mate
G.L. Lowth	2nd Mate
A. Bell	3rd Mate
D.E. Gudgeon	Radio Officer
M. Wilson	Cadet
G.R. Watterston	Cadet
H. Ingle	Ch. Engineer
N. Nicolson	2nd Engineer
D. Smart	3rd Engineer
H. Connell	4th Engineer
J. Patton	4th Engineer
P. Knight	Electrician
E. Hutter	Ch. Steward

M. V. "CAPE ST. VINCENT"

P. Smith	Master
H. Weddell	1st Mate
P.M. Cooney	2nd Mate
R. Murray	3rd Mate
D. Crawford	Radio Officer
E. Mitchell	Cadet
N. Brewer	Cadet
R. Reid	Cadet
J. Allan	Ch. Engineer
G. Mains	2nd Engineer
J. Carmichael	3rd Engineer
I.M. Campbell	4th Engineer
F. McAuley	Jun. Engineer
J. Collins	Jun. Engineer
C. Woodforth	Jun. Engineer
J. Leiper	Electrician
H. Scollay	Ch. Steward
C. Smith	2nd Steward

On Leave

On Leave (Cont'd)

T.R. Baker	Master	J. Loughran	Ch. Engineer
T.P. Edge	Master	D. Campbell	2nd Engineer
A.M. Fraser	Master	G. Law	2nd Engineer (study)
A.C. Hunter	Master	K.P. Malhotra	2nd Engineer (study)
C. MacLean	1st Mate	A. Harbinson	3rd Engineer
J.A. Roberts	1st Mate	D. Dempster	3rd Engineer
J. MacKay	2nd Mate	J. Jenkins	Electrician
A. Williamson	2nd Mate	J. Wightman	Electrician
B. Lawson	2nd Mate	A. Randle	Chief Steward
J. King	2nd Mate	J.P. D. Smith	Chief Steward
A.M.M. Hill	3rd Mate	M. Daddy	2nd Steward
J.W. Purdon	3rd Mate (study)	R. Ilderton	2nd Steward
W. MacLeod	Radio Officer	L. Davies	Chief Cook
J. Chamberlin	Radio Officer	T. Skeffington	Cadet
W.M. Houston	Radio Officer	S. Stacpoole	Cadet
W. Anderson	Ch. Engineer	C. Pearson	Cadet (study)
J. Black	Ch. Engineer	D. Rankin	Cadet (study)
D. MacLeod	Ch. Engineer	G. Gove	Cadet
		P. Dyson	Cadet (study)

We tender our congratulations to Mr. D.S. Gordon, Chief Officer, on his marriage to Miss May Leith on 19th August, and to Mr. R. Sherriff, Chief Steward, who married Miss Irene Steel on 21st September.

We are also happy to announce the wedding on 9th September of Mr. Donald Taylor, elder son of Captain D.M. Taylor and brother of Ian Taylor, 3rd Mate, to Miss Diana Hutchison. The Merchant Navy uniform was well represented at the gathering, as no fewer than eight of those in attendance were in full dress.

Congratulations are also due to Mr. N. Nicolson, who has secured Part "A" of his Chief Engineer's Certificate and to Mr. H.A. Chambers on obtaining his Radar Maintenance Certificate.

Captain A.M. Fraser has now returned home from his Greek Argosy and is enjoying his leave.

We are pleased to announce that, on completion of his present leave, it is intended that Mr. M.G. Daddy be appointed Chief Steward to relieve Mr. J. Clancy on the "CAPE HOWE".

Captain A.B. Sutherland recently had a short spell in hospital for a small surgical operation to his hand. We are pleased to say that this was successful and his hand is healing rapidly. He will soon be taking up full duties again when he takes command of M.V. "CAPE CLEAR", relieving Captain T.R. Baker.

Arrangements have now been completed for Cadets Stacpoole, Gove and Daniels to attend Outward Bound Sea School Courses during October and November, and we are in process of arranging a course in November for Cadet Brewer.

Bright and Shining.

We quote from an overtime sheet recently received in the office from one of the vessels:-

"To polishing Chief Engineer. 2 hours.
