



LYLE

JOURNAL

17/68 - APRIL



THE LYLE PLAQUE

EDITORIAL

The last of a line has a sad ring, but, though this is the final edition of the Lyle Journal, it has had a pleasant run of just four years. We started in March, 1964, shaky and with trepidation - the former being our duplicator, the latter the Honorary Editor. Not long afterwards benevolent authority gave us a more sophisticated means of printing, which allowed pictures to creep in. Now it is the Editor's turn to be replaced and, we firmly expect, with equal success. Lyle Journal and Hogarth Newsletter will discontinue publication and be succeeded by a new publication, which will be issued by Scottish Ship Management Limited. The Editor will be Mr. Angus McAllister, whom we ask you to support with the same 'ardour' as we have enjoyed.

Our front cover shows the Lyle Plaque which was hand carved in Scotland. Individual ships will have their own name inscribed but a certain number will be available without a ship's name, both versions will be available for sale at 50/-each.

The announcement was made on the 12th February of the formation by Lyle Shipping Company Limited and H. Hogarth and Sons Limited of a subsidiary Management Firm called Scottish Ship Management Limited, which will run the combined fleets. More detail appears elsewhere but, in brief, the new Company will have its own house-flag under which will sail "Capes" and "Barons", operated by crews serving under identical conditions. You are asked to contribute to the success of this venture by your loyalty, energy and enthusiasm. This should offer increased security for staff afloat and ashore. It should also be the biggest concern of its type, operating a fleet of modern bulk carriers, fourteen in number by the end of 1969, with, we hope, room for further expansion. By the seventies, any new buildings for either Parent Company should be of common design. Lyle and Hogarth will continue in their own right as Shipowners, but the majority of staff will merge to form the new Company. Adjacent premises at Princes Square (entered from 40, Buchanan Street) have been taken over to house the new Company. This merging of interests is an acknowledgement of the fact that although the efficient small firm can still exist in today's very competitive world of business, the somewhat larger firm, of equal efficiency, has greater bargaining powers and is thus better placed to meet the severe competition throughout the world. We are convinced that it is the right decision to take and that it will be to the advantage, not only to the Management Company itself, but of both Parent Companies that they get together in this way.

Lyle announced on 14th March, the opening of a further venture - the formation of a new firm, Lyle, Gibson and Company Limited, which will carry on business as Insurance Brokers from the premises at 48, Buchanan Street. The Managing Director will be Mr. R.M. Gibson, M.A., who has resigned his directorship from Wm. Euing and Company, Insurance Brokers, to take over the position. Naturally, the new Company will be delighted to undertake your insurance business and to give you free advice on insurance problems. Lyle, Gibson and Company Limited commence operations on 1st June, 1968.

With deep regret, we record the death of Colonel P.C. Macfarlane on 29th January, 1968. He was the last surviving original Director of this Company when it was formed as a private Company in 1903, and had been closely associated with the Company for some sixty-five years. He had, of course, been Chairman for many years until

A message from the Managing Director to all members of Lyle staff and personnel, both ashore and afloat.

SCOTTISH SHIP MANAGEMENT LIMITED

As this is the last edition of the Lyle Journal, I feel that a few words from me would be appropriate, partly by way of farewell as your present Managing Director and partly by way of explanation as to the reasons why your Board of Directors decided that the formation of a Joint Management Company with our friends, Hogarth, was the right thing to do for the benefit of all concerned.

The modern trend in the business world of today is to get bigger, and there is no doubt that there is a certain amount of truth in the old adage - particularly when applied to the more robust forms of sport - "A good big 'un is better than a good little 'un." In business this is not always the case and we, as a fairly small "little 'un," can be said to have more than held our own in the field of tramp shipping. However, we have seen the advantages of joint co-operation in chartering over the last year or two and, on looking into other fields of operation, we could foresee considerable advantages if we had a larger fleet under our control. It followed naturally from this that we should approach our friends in St. Vincent Street, with whom we had done a lot of joint chartering, to ascertain whether they took the same view. They did, and we then set about seeing how best we could join forces. The result was the birth of the new Joint Management Company, owned jointly and equally by the two Parent Companies. As you all know, it has always been our aim to be just that step ahead of the other fellow and, with the Rochdale Report on Shipping looming up on the horizon, it is not beyond the bounds of possibility that some smaller Companies may be forced to join up with others, whether of their own choosing or not. We do not know whether this is likely to happen; it may not. In any case, we are forestalling such an eventuality by this move - and choosing our own bedfellows!

This being an age for youth at the helm, it was decided that the running of the new Company should very definitely be left in the hands of the younger men from the respective Boards, hence the appointment of our Mr. Shearer and Mr. Walkinshaw and Hogarth's Mr. Walkinshaw and Mr. Scott to run the Management Company. These four Executives have been entrusted to operate, manage and organise Scottish Ship Management Limited in its entirety, with the Senior Directors, both here and in Hogarths, taking what might be termed a "back seat", being kept closely advised of what is going on, but not in any way being "back seat drivers." This is why I stated at the outset that these few words were partly in the nature of a farewell message from me. I shall not be at the helm of the new Company but, on the other hand, I shall still be very much aware of what is going on and what you are doing.

May I take this opportunity of saying how much I have appreciated all the loyalty and support you have given me in my present capacity. In my future capacity in the "back seat" - incidentally the only seat in the whole re-organisation to remain undisturbed! - may I ask for a continuation of that loyalty and support by its transference to the Board of the new Management Company. With it, I am absolutely convinced that Scottish Ship Management Limited will go from strength to strength to the benefit of the Company itself, the Parent Companies and, not least, all who serve the Company in whatever capacity, both ashore and afloat.

COLONEL PETER CHARLES MACFARLANE

The Company has sustained a great loss through the death on 29th January, 1968, of its first Honorary President, Colonel P. C. Macfarlane.

The Colonel was one of the first Directors of Lyle Shipping Company Limited (the original Company) when it was established as a Private Company in Greenock in 1903 and in that year became a Joint Manager with James Shearer, Senior, and A. M. P. Lyle - later Sir Archibald Lyle. Apart from the years when he served with the Army during the first world war, he continued to take an active interest in the Company, becoming Chairman of the Board in 1946, which office he occupied until his retirement in 1965.

All the foregoing particulars can be gleaned from the files of the Newsletter and the official History of the Company, but it is of the character of the subject that I must attempt to speak.

Firstly, I would remember him by his friendliness. He never regarded younger folk as beneath his notice or thought that they knew little of the business. He listened to opinions expressed, and then modestly put forward his own, which probably brought up some point previously forgotten by the one giving the opinion.

Secondly, his remarkable memory for names and exploits of past members of the fleet and crew and their circumstances, and his regard for the welfare of those whose lives were bound up in the running of the Company.

Another memory is that of his affection and pride in his family. I think it is true to say that he never got over the premature death of his only surviving son, Keith, in 1963. He was immensely proud also of his distinguished son-in-law, Air Marshal Sir A. D. Selway. He found delight in his grandchildren and the writer can well remember his obvious pleasure at the Wedding of his first granddaughter at Ballagan in 1963, just before the shadows began to close in upon him.

In all his work the Colonel was sustained by his wife. To few men is it given to have over sixty years of happy married life, but in 1964 he celebrated his Diamond Wedding.

To Mrs. Macfarlane we extend our sympathy. Hers is the greatest loss, but the Company also has lost one who had its interests very much at heart, and we, his colleagues, mourn him as a wise counsellor and friend.

J. Percival Agnew
Chairman.

INDIVIDUAL SHIP NEWS AND MOVEMENTS

M.V. "CAPE CLEAR": Presently on passage to Nagoya and Tokyo to discharge Pig Iron loaded at Rostock. Thereafter proceeds to Vancouver Area to load Lumber for U.S.N.H; on T/C to Seaboard to be followed by a cargo of Phosphate from Tampa to Australia/New Zealand.

M.V. "CAPE FRANKLIN": At Middlesbrough discharging Ore from Algeria. The Master reported that this was the first British vessel to load Ore at Annaba since last June and that, at first, the Port Authorities were very awkward and suspicious. Prior to going to Algeria, vessel had discharged a cargo of Steel Coils at Genoa from Newport (Mon.) Next voyage is the far north to Murmansk, to load Ore for Glasgow.

M.V. "CAPE HOWE": Arrived Tyne from Port Etienne and on completion discharge will proceed to Seven Islands to load Ore for Newport. Once again this vessel will brave the extreme cold after basking in the West African sunshine.

M.V. "CAPE MARINA": Completed discharge of 19,220 tons Oats at Hamburg in 5 days and is now on passage to Nagoya and Osaka with Pig Iron for Rostock.

M.V. "CAPE NELSON": On passage to Cardiff from Port Etienne, and thence follows in the wake of "CAPE HOWE" to Port Cartier which is another Ore loading port near Seven Islands.

M.V. "CAPE RODNEY": Unfortunately suffered crane breakdowns in West and South Australia whilst discharging Phosphate and thanks are due to Messrs. B.P.C. for assistance during this period. All was rectified prior to loading Concentrates at Port Pirie, for Avonmouth, and once shore cranes became accustomed to working cranes a reasonable loading rate was accomplished, despite temperatures of over 100°. On the passage home a call was made at Walvis Bay where a 2,400 ton parcel of Concentrates was loaded, also for discharge at Avonmouth.

M.V. "CAPE RONA": On passage to West Australia with Phosphate from Nauru; thereafter loads Salt at Shark Bay (West Australia) the first of three, for discharge at various ports in Japan. This trade is a new one.

M.V. "CAPE ST. VINCENT": Loading Pig Iron at Rostock for Japan to be followed by a cargo of Phosphate from Nauru for West Australia. Thereafter it is intended vessel will load the third cargo of Concentrates from Port Pirie for Avonmouth.

After hour telephone numbers for Scottish Ship Management Limited:

1. Mr. T.B. Hamilton, BR7 3375
2. Mr. R. Morrison, Bearsden 5129.
3. Mr. H.L. Brodie, Western 4507.

The Houseflag of Scottish Ship Management Limited on page 3 in black and white is a Lyle Blue Flag, bordered by Hogarth Red and inside the White circle is a Red H and a Blue L.

SCOTTISH SHIP MANAGEMENT LTD.

A joint subsidiary of Lyle Shipping Company Limited and H. Hogarth and Sons, address 40, Buchanan Street, Glasgow, C.1.

Telephone No. 041 221 8633-37 Telex 778133 Answer Back "MANAGEMENT".

Telegraphic Address "MANAGEMENT".

Directorate:- Chartering T.S. Shearer(DC) J.P. Walkinshaw(DC)

Management H.A. Walkinshaw(DM) Operations W. Scott(DO)

Secretary Mr. D.A. Gray, C.A.

Departmental Heads:-

Marine	Captain R.D. Love	Technical	Mr. F.J. MacKerron
Cost Control	Mr. J. Begg	Stores	Mr. W. Anderson
Catering	Mr. D. Border	Accounts	Mr. D.A. Gray, C.A.
Crew	Mr. R. Morrison	Cashier	Mr. E. Robertson

An organisational chart will be published at a later date but seagoing staff should note the following.

Personnel at sea come under the control of the Marine Department, which is responsible to the Director Management. Operational matters, such as movements, et cetera, are the responsibility of the Director Operations, whose private telephone number is Giffnock 0609.

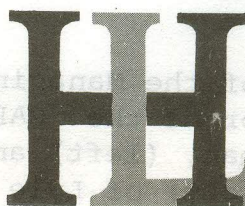
Two new departments will be introduced under the Director Management - Cost Control, which will have overall responsibility for financial outlay regulation; and Project, which will cover forward studies in design and finance.

Lyle Shipping Company's address will remain as before, with same telegraphic address and telex number. Its telephone number is also unchanged.

Messrs. H. Hogarth and Sons, together with Hogarth Shipping Company, will move to their new address at Princes Square, 48, Buchanan Street, Glasgow, C.1. Their telegraphic and telex addresses will remain unaltered, but their new telephone number will be 041 221 5941.

From the 1st May, 1968, all messages from sea are to be directed to Scottish Ship Management Limited, as shown above. All ships will then display the joint houseflag, a reproduction of which appears below. Distribution of the flag has already begun.

Ships of both fleets will operate under identical conditions and it is hoped that all will co-operate to make the venture successful.



The following is a copy of the speech made by Mrs. Langballe at the launching of the "CAPE WRATH".

"Directors of the Boards, ladies and gentlemen!

May I present my sincerest thanks to Mr. Frederik Moller for the beautiful piece of jewellery he has just given me on behalf of Marinens Hovedverft.

I would also like to thank the Directors of the Board of Lyle Shipping Company for having asked me to sponsor "CAPE WRATH". I feel extremely proud and happy to have been trusted with this solemn ceremony. Please accept my most deep felt thanks.

Involuntarily, one is impressed and filled with respect when one thinks of all the work, forethought and ability which forms the background of such an elegant ship - and I sincerely wish that she will fulfil all the hopes and expectancies which are connected with a new vessel.

I hope that she will be a safe and happy working place for all who have their work on board.

May I repeat my thanks - and ask you all to lift your glasses to the welfare of "CAPE WRATH".



Mrs. Langballe, wife of the Managing Director of Marinens Hovedverft, the Sponsor of the "CAPE WRATH", between Mr. J.P. Agnew, Chairman, (left) and Mr. W. Nicholson, Managing Director, (right) of Lyle Shipping Company. The worried looking gentleman on the right is Mr. Langballe, a good friend of Lyle's.

Some impressions of a Visit to Norway
by one who feels better to remain anonymous

A launch is always an important event, especially one which takes place in foreign parts. This was evident when a carefully selected group set forth from Glasgow to witness the launch of M.V. "CAPE WRATH" in Horten, Norway.

The party consisted of five weel kent faces from Princes Square, along with their respective partners, two friends and one charming young lady who found herself being referred to as 'the missing link' or 'that odd young lady'.

Leaving Abbotsinch, or Glasgow Airport as one should call it, on a beautiful February morning, London was reached on time after an uneventful flight. Here two of our party, previously looked on as our guides, darkly intimated that they had business to see to and departed, leaving the rest of the party like a flock of sheep bereft of its shepherd. Fears increased when an announcement was broadcast that, owing to a lightning strike, the flights would be delayed for up to an hour. Visions of missed connections became uppermost in the minds of the party, when a further announcement came through requesting the Chairman to go to the information desk. Here he was invited to a V.I.P. lounge but, on stating that he was one of a party of thirteen, the host drew back with a hiss and contented himself by getting the party put quickly through the necessary formalities, then leading them to the Trident aircraft waiting to take them to Copenhagen. On passing, the male members of the party equipped themselves with 'spiritual' gifts at the duty free shop to be handed to friends in Norway. A swift flight took us to the Danish Capital where, in a magnificent airport, a short stop was made. During the interval, the writer was taken to a shop in which he was promised the sight of a beautiful girl who had excited, on a previous visit, the attention of an eligible bachelor left behind in Glasgow. Unfortunately, the charmer was not present and therefore Mr. W.....'s taste was not able to be judged. The writer is sure, however, that Mr. W's taste in this case would be impeccable.

On to Oslo on a DC9, in beautiful weather, and through the customs to be met by a party headed by Direktor Langballe and his charming wife. After greetings, a lovely drive over snow covered roads to Tønsberg, some seventy miles from Oslo. Due to the special tyres, a good speed can be achieved, and in two hours we were at our destination.

The Hotel Klubben in which we stayed is new and well appointed. The bedding and plumbing gave rise to some concern to the writer. Being fairly tall, he found in the morning that his extremities were cold, sticking out from the odd bed covering which did not tuck in as one is used to. The plumbing too was strange and, before the principle of the shower and taps was discovered, a good deal of water had passed, including a good drenching from an obstreperous nozzle.

After/



M.V. "CAPE WRATH" prior to launching.

After a suitable interval to remove the marks of travelling dinner was announced and gratefully partaken of. A second unexpected offering of venison stumped most of us but, with teeth gritted, we persevered to the end and a last greeting of 'Tak fir marten' closed the festivities.

After a good night's sleep breakfast was partaken of, some downstairs and others in their bedrooms. In this connection one of our number, who has an unexplained dislike of the useful egg, was presented with a boiled one, to his great disgust! However, on being assured that there was nothing sinister behind this move, he was persuaded to quietly finish his bread and milk! At 9.30 the party split up, the ladies going on a shopping expedition and the menfolk being embarked in cars and taken over to Horten and the yard.

The/

The yard and engine shops, thanks to a flying visit by the R.A.F. in February, 1945, are modern and well planned. A large volume of work under construction was noted in the engine shop, and following on this the "BARON CAWDOR", Hogarth's latest ship, due for trials, was visited and very favourably commented upon by those who inspected her. Time passed quickly and, after a return to the office for a light lunch and a reunion with the rest of the party, the time had come to proceed to the launching platform. Here the ship's Sponsor, Mrs. Langballe, wife of the Managing Director of Marinens Hovedverft, was waiting and, prompt to the minute, "CAPE WRATH" took the water, the National Anthems of Britain and Norway being played by the School Band. The cold being extreme, no time was wasted, and the party proceeded back to the Canteen, where a reception was held. Direktor Langballe proposed the toast of "CAPE WRATH" and her Owners and your Chairman made what he fondly hoped was a suitable reply. In passing, both speeches were in English and, in the case of Mr. Langballe, faultlessly delivered.

The reception was shortly over and the party returned to Tønsberg to prepare for the evening's formal dinner. Some of the ladies had quickly arranged 'hair do's'. One at least of the gentlemen sat! and, I hope, thought of the speech he had to deliver at the dinner. On further thought, I think he must have slept, although this did not mar his later eloquence.

Sharp to the minute at 6.30, the party, in full dress 'faint but pursuing', set off once again for Horten. Much trouble had obviously been taken to give a Scottish flavour to the gathering. Our Managing Director, in full Highland Dress, was outstanding and two of the ladies were wearing tartan sashes and looking very charming. As regards the meremales, both of the learned technicians were almost hidden behind bow ties of tartan material.

The dinner, being a formal one, was carried out with all due ceremony, each member of the party being allotted a partner from the hosts and proceeding into the dining room arm in arm. During the dinner itself, the Chairman of the Building Company presented a beautiful ring (a single large pearl set in a bow of diamonds) to the ship's Sponsor, Fru Langballe, and a further presentation was made by Mr. Nicholson, on behalf of the Owners, of an evening bag. Mrs. Langballe replied, and the dinner was ended by a few words from the Norwegian Naval C. in C., Vice Admiral Braadland. The dinner was held in the Naval Officers' Club, to describe which would require a separate article - suffice it to say it was a most fitting setting. After dinner the party adjourned to the neighbouring lounge, where coffee was served, a general get together being possible. After a suitable interval a return was made to the dining room which had been cleared for dancing and, again leaning on the arm of one's partner, a polonaise or grand march was begun. This, a most dignified spectacle, ended with the party breaking off into a waltz and general dancing followed.

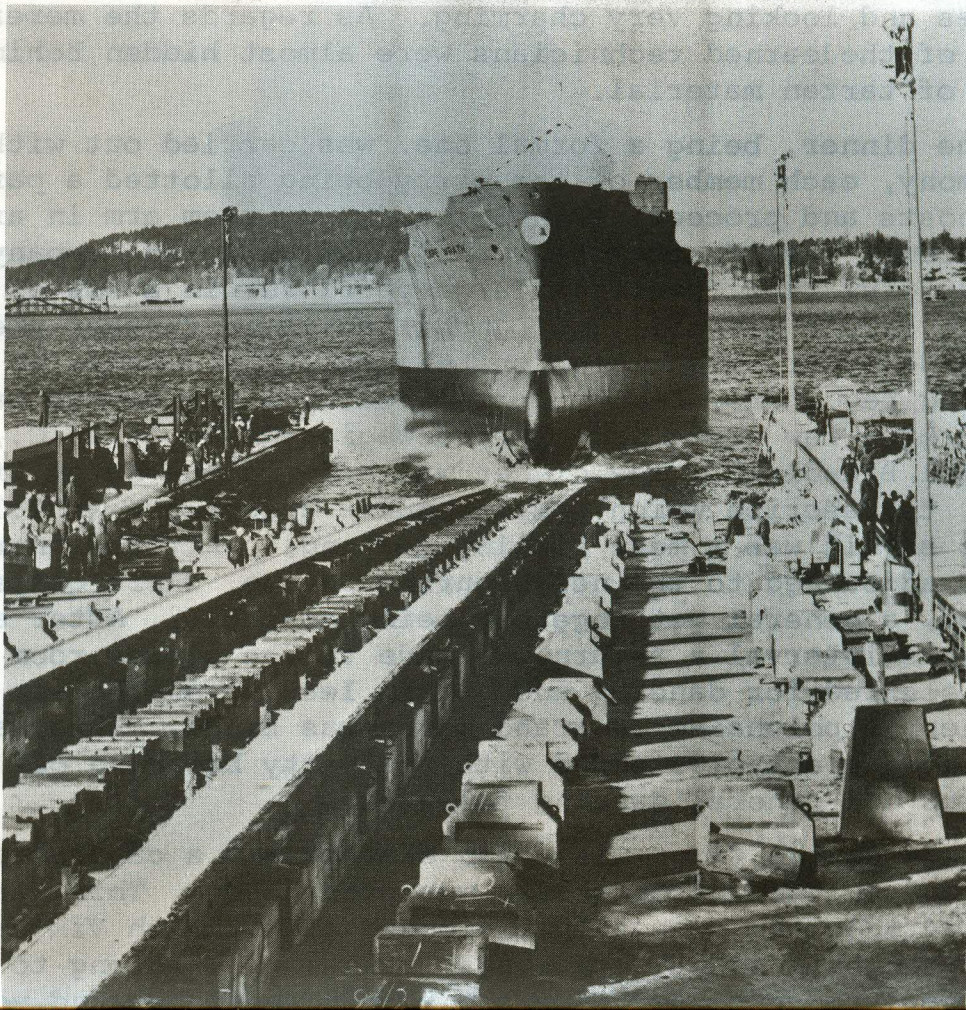
Later on the floor was again cleared and a cabaret show, produced by the office staff, was presented. This was no common 'Girly Show' but was a full blooded affair with Vikings, and their longship songs were sung, including 'I belong to Glasgow', and the show concluded with the ship's Godmother and your Chairman being kidnapped and paraded on the stage. Here they

Here they were both presented with a pewter model of a Viking vessel, suitably inscribed, and by the singing of 'Auld Lang Syne'. At this stage your Chairman repeated all he could remember of the Works of Robert Burns, and all this on alcohol free wine! At about one o'clock pea soup was served - an excellent form of blotting paper - and a return to the hotel was made, arriving tired, but happy, to get a short sleep before leaving for home at 8.45 next morning.

The journey to Oslo was quickly over and, on arriving there, a visit to 'Holmkollen' and its great ski jump took place. A quick cup of coffee and then on to see the 'Kon Tiki' exhibition in the National Park. Presents of 'do it yourself' kits were purchased, which should keep Mr. S..... out of mischief for some time. The time passed all too quickly, a last lunch being taken at the airport, and then farewells, a gorgeous view of the landscape, including the ship, from 29,000 feet, and so to London. Here the guides again adopted an air of lofty detachment, insisting upon using the Continental lounge in preference to the more humble departure place occupied by the rest of the group. However, the party, somewhat depleted in numbers, joined a Vanguard for the last leg of the voyage and, without further incident, arrived safely at Abbotsinch at 6.30, up to time.

What were one's impressions? First I think the immense kindness shown to one and all of us, and all the organisation made for our comfort. Next the good feeling for Great Britain and, in particular Scotland, the anxiety to give us a good quality job and the pride in their own craftsmanship.

All in all, the writer is left with many happy memories of a lovely land and kindly and friendly people.



"The Radar Repairs"
(A Tale of Truth, Never Before Told).

From the Agents came a smart young fellow;
(Having lunched, he was feeling quite mellow);
"Your Radar I'll fix in a couple of ticks,
With a Klystron, some valves and some sello".

Said the Captain, "Young man, you've some job,
And those spares - they'll cost a few bob,
Especially the Sello - my Owners will bellow,
Or maybe just break down and sob".

He switched on the mains with a dash,
Upon which came a bright, blinding flash;
And when the smoke cleared, he said, "Just as I feared",
This will cost them a big pile of cash".

Then he looked up aloft at the scanner,
Going around in a very strange manner;
"Motor trouble, I'll bet, my God, what a set!
'Twould be dear at two and a tanner".

He looked into the blank P.P.I.,
And rolled up his sleeves with a sigh;
"How I wish sparks were here to help - or serve beer -
These Radar sets make me feel dry".

When a few faults he finally cleared,
And a very faint picture appeared,
He gave up the strife, went home to his wife,
And no flame of conscience him seared.

Said the Captain, "At six we will sail,
Even if it's blowing a gale,
Or if the fog in the Channel is as thick as a flannel,
And the Chief Cook is still in the gaol".

But when the set's tuning didn't lock,
The Captain's face grew hard as a rock;
"Third Mate! get the pliers, I'll cut all those wires,
And I'll throw this damned set in the dock".

By Alasdair Mhor, (With apologies to the late Edward Lear).

Marine News

"LAUREL" (ex "GOLDEN SIGMA" ex "CAPE CLEAR" ex "DERRYCLARE")
Motorship 6308 tons gross. Built Burntisland 1946.
Sold by Laurel Navigation Co., Ltd., Hong Kong, to
Cheong Wah and Company, Shipbreakers, Hong Kong.

Dear Editor,

FINLAND SAFARI.

Prior to joining the "CAPE CLEAR" at Bergen, I was advised that the vessel would proceed to Raahe in Finland, where she would load a part cargo of Pig Iron. This was indeed strange waters for me. Not wishing to show my entire ignorance, made a mental note of the name, and acted as if I knew the place inside out. As soon as I was out of the office, dashed over to a very well-known booksellers, made it despite some new adjectives following me from cars that had to brake quickly, I was scared I might forget the name of our destination. Dare not mention the name of the shop just in case the "Journal" may be accused of advertisement. After spending an hour consulting maps of various types, I thought it wise to move on as the young lady assistant was not in the best of moods - she had done a fair bit of ladder climbing to reach the top shelves in her effort to help me locate Raahe. Just to balance matters up - did not wish the lass to think I was mean - I purchased a fourpenny Post Card, also assured her I was most taken with her efforts on the ladder, after all, one has to be polite. Thought about returning to the office to seek aid from the "Ancient Mariner's Room", put that idea out of my head quickly, as they would probably have landed me in the middle of Dunoon had I followed their directions. Made my way to Queen Street Station, single to Raahe I said, came to with a voice saying, "Cut out the kidding Mack, this is British Railways not a Cooks B.... tour!" On the way home, remembered my wife had done a tour around Norway, Finland, a few years back, and thought she might have some maps, etc., alas, it was not to be. I even tried the "Know All" at the Golf Club, he appeared to think I had the name Raahe confused with the Glasgow Students Charities Day jargon.

Two days later, I had to return to the Office, during conversation I rather timidly asked where Raahe was in Finland, I was promptly informed, no map had yet been printed showing the location of Raahe, but not to worry, as once I was in the Baltic and keeping "Left Hand Down" until such time as the "Long Johns" had to be bent on, I could reckon I was just about there. Was rather strange "Voyage Instructions" even for a Monday morning. I was certainly not jumping with joy as I made my way to catch the Airport bus. Suddenly, I remembered the "Long Johns", they say there is a first time for most things, so I had to dash into the first shop on my left hand side (name withheld) and of all things to be served by a female. I did not realise one had to know so much about the article in question, style, fitting, if one had bandy legs, knock knees and other intimate questions. The shop assistant was certainly well versed in her knowledge of "Winter Comforts", so much so I tried a shot in the dark. No she did not know where Raahe was, she had only been as far as Helensburgh for her holidays, be that as may, she felt I would be very comfortable in my purchase, went as far as to guarantee the garment "Itch Free". The very sight of it, as she tried it for size, made me shudder, and I wondered why on earth I had not asked for an Ore Carrier. The garment was very quickly pushed into my case and a hasty retreat from the shop executed.

Flight to Bergen lasted from 1100 to midnight next day, the "Shieldhall" would have been quicker. In due course we sailed.

we sailed from Bergen, this was easy. Left Hand Down. For the next three days the main conversation was all about the joys and mystery of having a "Sauna Bath", I gathered it was quite different from a Turkish Bath, in Japan. By all accounts Finland was the home of "Sauna". It was stated that Norway could also produce a type of "Sauna", however, it was not just as natural as those in Finland. I must confess, I was not greatly interested in the merits of the "Sauna", this due to the fact we were now well up the Gulf of Bothnia and still no evidence of "Long John" conditions. I made discreet enquiries each morning on this subject, was forced to, by reason of the fact I had to forfeit the purchase I had made at Glasgow Airport on account of excess baggage. If it is a very severe winter when this goes to press, there is a natty pair of L.J's to be had for the asking at the Airport. For Rangers supporters, blue piping.

Sunday morning duly arrived, there we were skelping Northwards, I knew it was Northwards as the sun was on the starboard side, this being a jolly good sign we were still on the track, although it was certainly not L.J. conditions I felt the Office information was a shade off the beam and must have been really meant for one of our Time Chartered vessels. In the end, a couple of Right Hands Down brought a few fishing stakes into view, to indicate that the approach Channel to Raahe was just ahead. In due course the Pilot embarked. He was very quick to tell me the channel was bad for Big Ship, and that this was the first time he had docked a Big Ship, tug boats were too small, wind in the wrong direction, ship moored at the end of the berth, our Bridge too far aft, no boats to run our lines, we had a large blister under the bow, he had a bad heart, he did not like the English, to this latter remark, while I thought of summer time in Australia, said, but we are not English, come from Scotland, "Scotland" he replied, "this is very good, full ahead, you have a nice ship!!!" The ship had to be swung on a sixpence, this was done in good style as we docked stern up the berth.

In due course, our Agent arrived on board with mail, etc., On completion of business, I enquired about the prospects of a "Sauna Bath". Our worthy Chief was most interested in this as he had had a sample in Norway and was more than eager to have a repeat. The Agent thought it could be arranged for one day during the week. Following day, Agent appeared on board with a visitor, he introduced him as the Manager of the New Steel rolling plant which was close by our berth. He was a Mr. Haddington and hailed from Yorkshire, the agent left us saying that Mr. H. would make plans for the "Sauna". He was invited to lunch, by good fortune Yorkshire Pud. was on the menu and this he most certainly enjoyed, having been in Raahe for three years engaged in the setting up of the rolling plant. He worked for the firm of Davey and Company, they were engaged in this type of work in many different parts of the world. The mill had just gone into production, I believe it was the largest and most modern of its type in Europe, all push button control. The Russians had also been employed in building the actual casting section, was a joint venture. Mr. H. told us that he and his twelve other engineers from the U.K. had their section all ready to roll while the Russians were three months behind and still having trouble. This appeared to be of great satisfaction to our lads. Chief and I did a tour of the/

the mill. Was fascinating to watch the very large slabs of hot metal come out of the furnace, they were at least fourteen feet in length, six wide and two thick, they were more or less thrown out and landed on rollers. From there, they were taken on rollers through different machines and cut into many different sizes and shapes and not once touched by hand. It was quite an experience seeing the process of steel plate making. Prior to the mill coming to Raahe, the town had been very poor indeed, as there was very little work in the area. Ore had been discovered about thirty miles away, hence the reason for the mill. The town had one main street with about the largest cobble stones I have ever seen, other streets were just good old Mother earth, no pavements or such. Houses mainly of wood, and many in very poor condition. There were a few blocks of modern flats built and we were told that a large building programme was due to start as the town was to be very prosperous due to the mill. Three thousand were employed, that was half of the population. During our tour of the mill, plans were made for a visit to have a Sauna Bath the following afternoon at 1330. This turned out to be a glorious day, cloudless, no wind, and the sun had a good deal of warmth. Mr. Haddington and his assistant arrived, dead on time with a car. When the Chief and I entered the car, sitting on the back seat was a large object covered in paper. This turned out to be the largest sausage I have ever seen, quite sure it would have fed at least a dozen hungry sailors. The meat was very light in colour, had a strong smell, so much so, wondered if the smell was from my socks, however, on reflection decided it could not possibly be so, as I had changed them two months previously, blamed the Chief until I decided it was the sausage. We were informed by our hosts that the object was known as a Sauna Sausage, this after Chief and I have made a few rude remarks on the subject of B.O.

On leaving the ship, we drove for about three miles, the quality of the road was very poor indeed as it was mainly through forest we headed. We lost our way once and had to reverse for a fair distance, maximum speed was maintained, despite this, we duly arrived at a turn off, all in one piece. Without any warning we came to a clearing in the forest and before us was a most glorious view of a lake surrounded by trees. Trees were mainly Beech and Pine. The waters of the lake appeared like a sheet of polished glass, this reflected the Autumn tints of the Beech Trees most vividly, not a sound was to be heard other than our own voices. The stillness was hard to believe.

About 100 yards from the lake stood a large wooden type of Lodge, in a clearing and sat high up. This was used as a weekend home for the Top Brass of the Steel Mill. Inspection revealed it to be a lovely place inside, had all the latest modern essentials, kitchen was really a show piece, the entire place was spotless. The main room was quite large and had an open fireplace at one end, beside which there was stacked a large pile of logs. The fire was lit, this in readiness for our return after the Sauna bath. The Lodge had two bedrooms, was an ideal place for a weekend, quiet or otherwise. The Sauna Sausage was put into a pot to boil slowly, we then walked down the lakeside. On our way we came to a small cabin. This was constructed of wood and appeared very similar to a Mid-West ranch/

ranch house, complete with balcony and rail. This then was the abode of the Sauna I had heard so much about. Tour of the establishment was made. A door off the balcony led into a room which was the changing room, this no doubt meant for the shy types. Off this was another door which brought one face to face with where the Sauna rites took place. The room was about ten feet square, light coming from a very small window. Along one side was a two-tiered wood construction long enough to seat four bodies. Close by stood a very large old fashioned boiler, the type that was used years ago for the Monday wash. Under it was a good going log fire, water appeared to be very near boiling point, room was quite warm. Next to the boiler stood another, similar size, this contained stones which had been gathered from the lake side. Hanging on hooks were two very large ladles. Perhaps a brief description of what takes place re a Sauna Bath is now indicated. One forgets all form of modesty, climbs on to the wood bench, and becomes seated. Once in a comfortable position, the ladle is filled from the water boiler and then poured over the stones in the other boiler. Immediately a dry type of vapour comes off the stones filling the room and making life very pleasant indeed. The amount of steam can of course be controlled by moderate use of the ladle. I am told, the effect after twenty minutes or so of the Sauna is most pleasant, worries, stores control, engines, the Government, loading time, etc., etc., all vanish when under the spell of Sauna.

Ere our inspection was over, Chief was outside on the balcony partly undressed, least he still had his suspenders on, he was joined by the other two, while they undressed we were treated to a few impersonations of Tarzan, with a measure of the Highland Fling. In due course, all were ready, and three bodies faded from my sight, and the sound of three voices giving off their approval at the delights of the Sauna. I made my way down to the edge of the lake where a jetty had been built for the purpose of the cold dive into the water after coming from the Sauna. I forgot to mention that this is a part of the treatment. All was very quiet and deadly still as I sat on the jetty enjoying the sunshine. Once again the tints of the Beech Trees took my eye. It was sheer beauty all around, the entire scene made such a profound impression on me, really felt I was in another world. Despite being in sixty-five degrees North it was really quite warm in the sunshine. I kicked myself for not having my camera. In many ways, the scene was similar to parts of Loch Lomond in late October, except no mountains to be seen, also the beauty of the scene was not broken by the usual clutter of caravans, tents, Beat Groups, Hippies and Mini skirts. Must admit, the latter would not have been out of place.

After twenty minutes at the lakeside, I decided to have a look at the three bodies. All was quiet as I approached the cabin. Boy, what a picture as I looked in at the window. Despite the steam, I could see the three bodies sitting there, they appeared to have changed colour quite a bit. If readers can picture three well fed Roosters perched inside a henhouse and Rhode Island Reds at that, then you have the picture. I went round to the front of the cabin, picking up a few Pine cones on the way. The scene inside was much too good to miss. I showered them with the pine cones. I have been called many a name in my day, few more were added as their lovely soft hides felt the effect of the cones. I beat a very hasty retreat, reminding them that a party of tourists were outside.

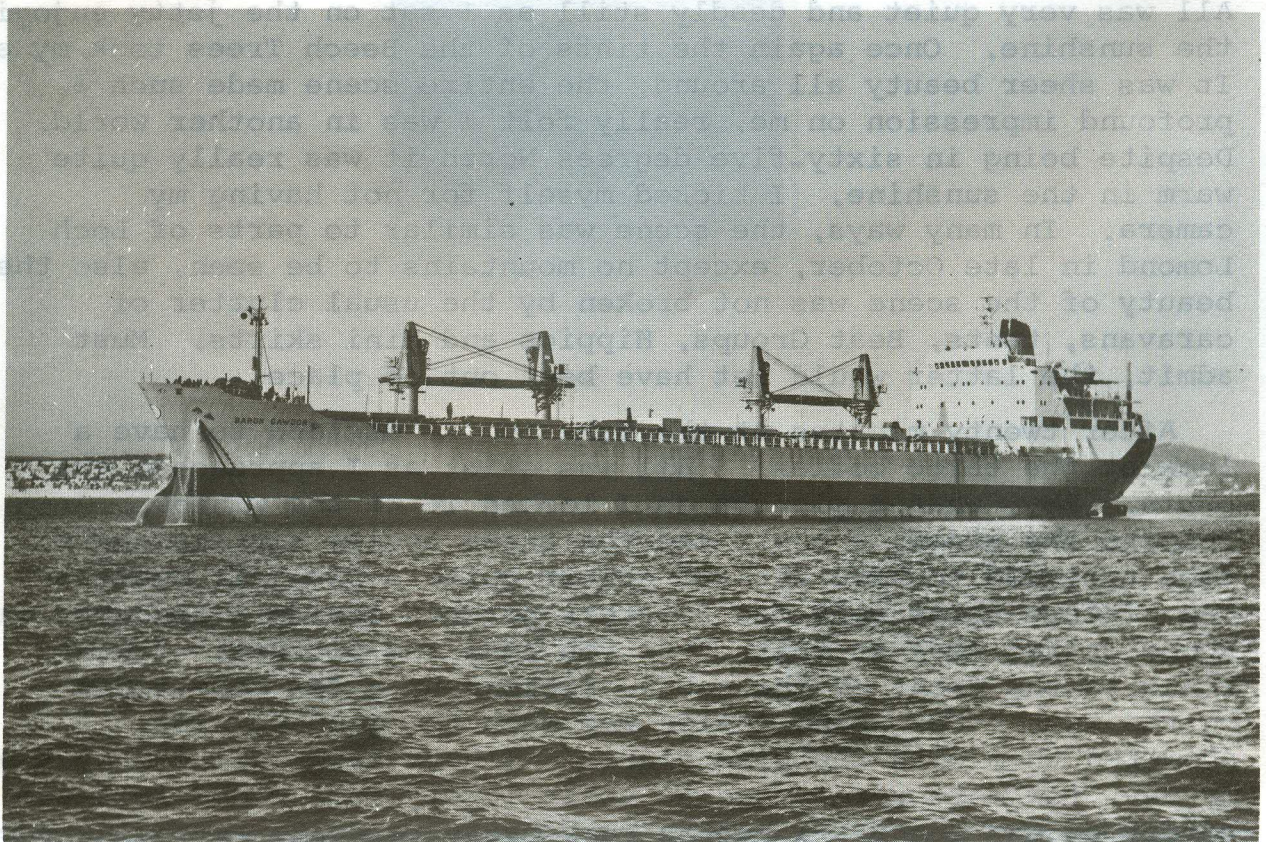
taking any action as I considered the odds were much too high. It did the trick, and silence descended as I made my way down to the jetty once more. This silence did not last for long as it was shattered by the appearance of Mr. "X" heading for the jetty, hotly pursued by Mr. "Y", Mr. "Z" bringing up the rear, all I may add in their Birthday Suits. It was one of the funniest situations I have ever witnessed. If only I had my camera, although I doubt very much if any picture I had taken would have made an inside page of our Journal, let alone the front page. Probably the scene would have found more favour in 'Playboy'.

After another spell of the Sauna, the three bodies appeared and I was instructed to go up to the lodge and prepare the Sauna Sausage and open the beer which had been supplied by the Steel Mill. As I made my way up to the Lodge, could see one of the party making his way over masses of pine cones, through the pine trees, to collect all his togs, which by some strange means, had become suspended from a tree a good distance away.

Ere the three were dressed and had arrived at the Lodge, all was ready for them in the way of food and light refreshment, the log fire going well.

As the sun became low, the beech trees looked a riot of colour, it became rather cold as the evening shadows stretched over the lake. As we sat around the table enjoying large slices of Sauna Sausage washed down by a beer, Haddington gave us a very clear picture of life in Finland. Despite many hardships in their way of life, he felt they were a race to be very much admired, very friendly, and hard workers. During our conversation, we were informed a little further on the Sauna Bath. In Finland when a stag party goes out to indulge in the Sauna pleasures and a good many beers are to be consumed, one member of the party has to be a Pussy-Foot for the occasion, or at least until the water hazard is over. Reason behind this, he is detailed to count the number of bodies that take to the ice cold waters, and has to make sure - ten in, then ten out.

A.B. Sutherland.



EYES DOWN - IT'S QUIZ TIME!

1. Name the European principality which has an area of only a $\frac{1}{2}$ square mile?
2. Is the highest summer temperature in the Arctic, ever recorded, about 45°F., 60°F., 100°F?
3. A speed of 30 knots at sea equals a land speed of 40 m.p.h. True or false?
4. Why does one cross a cheque?
5. Why is the common cold unknown in Antartica?
6. What was the Prime Minister's name in 1937?
7. A fish breathes through its gills. How does a whale breathe?
8. How did whisky get its name?
9. a) Which is further North, Edinburgh or Moscow? b) which is further West, Edinburgh or Liverpool?
10. Why do people sing in their baths?
11. Who were the two notorious murderers who sold the bodies of their victims to anatomists?
12. Over 95% of Canada's power supply is developed from one thing, name it?
13. From which flower is opium extracted?
14. Which fish is the fastest swimmer?
15. Why do most houses have door steps?
16. Do a Chinaman's slit eyes serve any purpose other than seeing?
17. What building appears on the British 9d. air letter?
18. For how long was the Suez Canal closed to shipping in 1956-57?
19. What is a sponge in its natural state?
20. How are fakirs able to lie on a bed of nails?

(Answers Page 17).

The "CAPE HOWE" whilst on passage from Seven Islands to Middlesbrough, during the month of January, encountered very heavy weather, force 12 winds, very high sea, together with a dangerously high swell and it was necessary to heave to for some nineteen hours. The Master reported that he had never seen the wind shift so suddenly and with such violence.

Whilst rounding the North of Scotland, "CAPE HOWE" answered a distress call from the "LA COLINA", a 9,920 ton deadweight ore carrier, owned by Messrs. Buries Marks Limited, of London. The "LA COLINA" was ten miles NNW of Fairisle and had taken a heavy list due to a fracture in the shell plating, allowing water to flow into a ballast tank. The vessel's ballast pumps could just about cope with the inflow of sea water into the ballast tank. The "CAPE HOWE" accompanied the "LA COLINA" for some twenty-four towards the Forth into more sheltered waters, and thereafter was able to proceed to Middlesbrough after a job well done.

We have pleasure in publishing the following, to which the author has added the footnote, excusing the somewhat jaundiced view of one who has not yet learned to enjoy the delights of an advanced society.

"SWINGING ROSTOCK"

If the road to Hell is paved with good intentions, then the passage to Rostock is liberally sprinkled with snow, ice, cold winds, night stand-bys and an abundance of pilots, working a coast whose inhospitable nature is rivalled only by the equally chilly reception given to visiting seamen ashore, backed by a harbour control, security guard and stevedoring service whose quaisi-efficiency borders at times on downright rudeness.

On arrival at the anchorage, already rather taken aback by the abruptness of our V.H.F. contacts, and the astonishing rapidity with which our orders changed; berthing on arrival, go to anchor, come straight in, what is your length? Ah yes, anchor and await further orders; - we waited, and just after midnight, following a prolonged silence, when the effects of almost two days continuous stand-by were being erased by sleep, our orders came - "Leave the anchorage immediately and proceed inwards". Something typically teutonic about the inclusion of the word 'immediately'.

Ah well, everyone up again, up with the hook - snowing, of course, pick up the pilot, stop. Swing around very very slowly and with two tugs fast move astern, literally inch by inch, up to the berth, all fast and its still snowing, a welcome cup of tea and turn in. Ah ah! not so fast! The Immigration and Customs had arrived, and, dedicated to their jobs, have turned out at half past three in the morning to meet us. Good lads! Three quick choruses of the International and let's all hang about for two hours while they ckeck our books, then it's down to the mess for a mammoth pass and sub-receipt issue, a quick scrutiny to make sure that you really are the chap shown in the front of your discharge book, and at long last we can all turn in.

Later in the day, with tempers restored to something approaching normal by a fair quantity of sleep, sitting in the bar with a pint of Mr. Coopes cureall in hand, things take on a rosier hue. The guard on the gangway isn't such a bad sort, and quite obviously the workers of the Democratic Republic are really quite a decent lot, happy in their work, and quite content to breeze along ignoring the outside world, which possibly holds little to attract them.

As our stay in Rostock wears on, and after the initial rush to get ashore, after which everyone stays on board, the finer points of the cargo system begin to make themselves felt.

We are loading Pig Iron, which comes aboard in skips, each containing, when full, two tons (metric), and these are tallied in the normal fashion, mates' receipts being issued, usually about once a day, correct, strangely enough, to three decimal places. Gangs have a habit of disappearing in mid-shift, or not appearing at all, smokos by popular request, all of which tends to give the log book a marked resemblance to a cross between the "Daily Express" crossword and a demented eyesight chart.

Of course, female crane drivers and time keepers, resplendent in tackety boots and safety helmets in some measure make up for this, even if they can't speak English; after all, why should they, we can't speak German, and showing your pass every time

you go to read the draught is no great hardship.

Throughout our stay there was a marked lack of co-operation between tally clerks, stevedores, dockers and agents, which hit an all time low when we stopped cargo at 0100 one morning, to be finally told at lunch time, that we had lifted our quota, a mere three hundred tons in dispute, and would sail - later.

Later turned out to be at four o'clock the next morning, when it was up again, everyone herded into the messroom for a quick I.D. check, presumably to make sure no one had changed in appearance since our arrival, with the customs, as diligent as ever, God Bless 'em, searching every space in the ship. Of course, no one in their right minds would want to leave their brother workers and defect to the decadent West, but one could not help noticing that the search was confined to body - sized spaces, drawers, etc., being ignored.

At long last we did sail, but one couldn't help thinking of the days when a British ship carried a little prestige in a foreign port and wasn't pushed around the way we were; but these days seem to be long past and as we nosed our way out of the sound in the early morning fog, the gun boat that slid past us seemed to waggle her stern in mock salute, as if to say, "Cheerio - mugs!"

C.S. MacDonald.

ANSWERS

1. Monaco. 2. 100°F. 3). False. 30 knots equals approx. 35 m.p.h.
4. To prevent Fraud. Cash cannot be given for a crossed cheque. It must be paid into the payees bank account.
5. Because the air is free of germs and there are no permanent human inhabitants to spread germs.
6. Harold Wilson, he still had the same name.
7. Through its lungs. 8. From the Gaelic "uisage beatha", water of life.
- 9a. Edinburgh. b) Edinburgh.
10. The small space and smooth surfaces create the illusion of a richer voice.
11. William Burke and William Hare. 12). Water. 13). The Poppy.
14. The sword fish. 15). Because they are raised above ground level to allow under floor ventilation.
16. Yes, they are protection against bright light and dust common to his country.
17. Houses of Parliament. 18). Five months.
19. The skeleton of a marine animal of cellular structure.
20. The nails are so close together the fakir's weight is distributed over hundreds of points in such a way that none bears enough weight to injure him.

The connoisseur will ignore the foreground in the photograph below and concentrate on the background, where lies a thing of real beauty - "CAPE HOWE" in Glasgow appears to have gone to some lengths to lay on a special show for visiting Chairman and Managing Director.



(Photo by courtesy of "GLASGOW HERALD")

Have you heard.....

Caledonian Airways, in which our Company has a stake, has ordered three British Aircraft Corporation Series 500 One-Eleven jet airliners worth £5.4m., including initial spares. It will be decided soon on whether to add a fourth aircraft, bringing the deal to £7m. The aircraft each seating 109 passengers, are for delivery in April and May, 1969, and they will be used on the airlines expanding inclusive tour operations in Europe, particularly to Mediterranean and North African holiday resorts. The current turbo-prop fleet will be phased out, making Caledonian an all-jet airline by 1969. The airline already has two Boeing 707 long-haul jets with another to come.

Ten-Pin Bowling Tournament No.3

The third ten-pin bowling tournament held by the Glasgow Shipowners' Recreation Club commenced on 2nd October last year and ended on 11th March.

Lyle Argonauts again finished top of the league and this was the third successive win. As in the two previous competitions, two games were played each night with two points being awarded to the winners of each game. A handicap system was again employed and this meant that certain teams playing against us, had between 60/100 pins of a start in each game. We still have vivid and painful recollections of one particular game where our opponents had a flying start of 110 pins over us. Although we 'beat' them by 109 pins, we were, of course, just pipped by one pin. Obviously our comments at the time could not be repeated in this magazine!!

In the middle of the competition, our team suffered a decline in form and lost games which should have been won easily. We had visions, therefore, of the title slipping from our grasp, but our main rivals also started to throw away silly points, and we were granted the necessary breathing space for our form to return.

In any event, the handicapping also made the games extremely close and exciting and it was not until the very last night that we finally won through, finishing up with 48 out of a possible 64 points.

We have not yet been presented with our prizes, however, everyone has a space reserved on their sideboard.

This latest tournament was again a great success and everyone really enjoyed themselves.

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After the bowling comes the football! I have now decided to compete in the Shipowners' Football Competition. I have managed to 'coax' two other members of the staff into playing and the three of us have been teamed up with H. Hogarth and Sons Limited. I played with their team last year and even although we didn't exactly set the heather on fire with our displays, we still managed to have a good laugh - as did most of the spectators watching our efforts!

Half of the enjoyment in a game of football comes from watching the antics of the wee man who runs around in a black suit and who, for some unknown reason, keeps blowing a whistle. Anyway, he seems to be quite harmless and the players just leave him alone!

The football competition is scheduled to commence in the middle of April and we are hoping, of course, that we are a bit more successful than last year.

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SEA STAFF NEWS AND MOVEMENTS.

A very frequent question put to Superintendents visiting ships lately is "How do we stand in this new arrangement of Managing the Company"? No doubt the same question is asked in the Hogarth Company. Let us say right at the start that we are pleased to hear such a question being asked, as to us it means that those interested saw their future with the Company and that they seek reassurance for the future.

The answer is very simple, life goes on as before and, in fact, survival is more assured by reason of your efforts. By combining the personnel of both fleets, proved policies of training in each Company can be more widely spread. Unity is strength and it is confidently expected that both the combined fleets will grow, ensuring more opportunities for promotion. We, on the shore side, have our eye on many promising young officers, on deck and in the Engineeroom, and by this combination are very pleased to assure you that the opportunities for advancement are definite. All that is required from you is continual devotion to your profession and you can confidently leave the rest to the policy makers in charge. At this stage, we reiterate our previous message to you that ideas on practice and policy are welcome. Even although all your thoughts are not used, it only needs one new idea to set off a completely new train of thought on new policy for trade and survival.

Possibly you might be the only ex Lyle Officer on a Hogarth owned ship, but we are sure the brotherhood of the sea, plus the fact that your new Management Company is still being run by your previous shore staff, will be a help during the first intermingling of each Company's personnel. Speaking for the Lyle personnel, our difficulties are much less than Hogarth, having more sea staff.

This combination has already taken place as we have Captain Downie now sailing in our "CAPE NELSON", and Cadet Duncan in the "CAPE ST. VINCENT". We look confidently to you at sea to make sure the combined fleet is even more successful in its operations than when each Company was trading independently. We welcome any queries you may have.

The Watch Ashore.

The Glasgow Branch of the Watch Ashore start their meetings for the new Session on 4th September, 1968, at 7.15 p.m. at The Merchant Navy and Airline Officers Association Rooms, 87, Carlton Place, Glasgow, C.5. A very warm welcome is extended to any Officer's wife, mother, or sister who would like to come along and join us.

M.V. "CAPE CLEAR"

A.B. Sutherland	Master
S.J. Readman	1st Mate
H.S. Taylor	2nd Mate
C.S. MacDonald	3rd Mate
W. MacLeod	Radio Officer
G.W. Cunningham	Cadet
C.J.B. Pyper	Cadet
J.B. Loughran	Chief Engineer
W. Kinnear	2nd Engineer
I. Campbell	3rd Engineer
A. Harbinson	Ex. 3rd Engineer
D. Hall	4th Engineer
E. Drummond	Junior Engineer
R. McIntosh	Electrician
J. Clancy	Chief Steward
R. Cathcart	2nd Steward
L.F. Thompson	Ship's Cook
A. McGaw	2nd Cook/Baker

M.V. "CAPE FRANKLIN"

C.G. Mallett	Master
R. Logan	1st Mate
W. Andersen	2nd Mate
B. Hulse	3rd Mate
H.A. Chambers	Radio Officer
J. Daniels	Cadet
D. Charteris	Cadet
G. Kasprzak	Carpenter
P. Sharman	Bosun
G. Henderson	Chief Engineer
K. Skrzywanek	2nd Engineer
A. Jack	3rd Engineer
R. Tattersall	4th Engineer
P. McTaggart	Junior Engineer
D. Findlayson	Junior Engineer
D.E.K. Marshall	Junior Engineer
W.C. Hornshaw	Electrician
A. McGill	Chief Steward
C. Cheetham	Ship's Cook
C. Smith	2nd Cook/Baker

M.V. "CAPE HOWE"

T.P. Edge	Master
G. Anderson	1st Mate
J. Kane	2nd Mate
P. Dyson	3rd Mate
B. Breslin	Radio Officer
N. Brewer	Cadet
J. Malcolm	Cadet
G. Harrison	Chief Engineer
D. Davidson	2nd Engineer
M. Ferguson	3rd Engineer
J. Collins	4th Engineer
A. Latimer	Junior Engineer
B. Carcary	Junior Engineer
F. McAuley	Junior Engineer
M. Morrell	Electrician
G. Daddy	Catering Officer

M.V. "CAPE NELSON"

D. Downie	Master
H. Weddell	1st Mate
P. Cooney	2nd Mate
J. Veitch	3rd Mate (Hogarth)
R. Faulds	Radio Officer
D. Humble	Ex. Radio Officer
G. Gove	Cadet
R. Reid	Cadet
R. Taylor	Chief Engineer
G. Law	2nd Engineer
J. Buchanan	3rd Engineer
E. Beery	4th Engineer
H. Lloyd	Junior Engineer
W. Reid	Junior Engineer
G. Hill	Junior Engineer
W.J. Copner	Electrician
A. Randle	Chief Steward
D. Smith	2nd Steward
J. MacDonald	Asst. Steward
L. Davies	Ship's Cook
F. Dixon	Carpenter
G. Plant	Bosun

M.V. "CAPE RODNEY"

D. Sinclair	Master
B. Lawson	1st Mate
A. Williamson	2nd Mate
J. Coe	3rd Mate
J. Chamberlin	Radio Officer
J.S. Johnstone	Cadet
R. McKenzie	Cadet
W. Moore	Chief Engineer
I. Russell	2nd Engineer
G. Weir	3rd Engineer
J. Golbie	4th Engineer
R.S. McLean	Ex. 4th Engineer
J.R. Robertson	Electrician
P. Coles	Catering Officer

M.V. "CAPE ST. VINCENT"

T.C.D. Hogg	Master
J.A. Roberts	1st Mate
P. Hewitt	2nd Mate
I.M. Taylor	3rd Mate
W. Houston	Radio Officer
T. Skeffington	Cadet
S. Stacpoole	Cadet
R. Duncan	Cadet
J. Allan	Chief Engineer
G. McEwen	2nd Engineer
J. Blackwood	3rd Engineer
B. Strachan	4th Engineer
R. Nelson	Junior Engineer
C. Nicoll	Junior Engineer
D. Hollywood	Junior Engineer
J. Wightman	Electrician
H. Scollay	Chief Steward
J. Campbell	Ship's Cook

M.V. "CAPE WRATH" (Norway)

PRESENTLY ON LEAVE (Contd)

T. R. Baker Master
W. Anderson Chief Engineer

PRESENTLY ON LEAVE

A.M. Fraser Master
J. Hetherington Master
A.C. Hunter Master
A. MacLeod Master
F.M. Dalby 1st Mate
D.S. Gordon 1st Mate
L. Hocking 1st Mate
J.M. McKay 2nd Mate
R. White 3rd Mate
D.J. Campbell Cadet
E.G. Mitchell Cadet
G.R. Watterson Cadet
M. Wilson Cadet
D. Gudgeon Radio Officer
D. Crawford Radio Officer
J. Black Chief Engineer
R.T. Breeds Chief Engineer
H. Ingle Chief Engineer
D. McLeod Chief Engineer
A.M. Davidson Ch. Eng. (sick)
D.T. Anderson 2nd Engineer
K.P. Malhotra 2nd Engineer (sick)

B.J. Sharp 2nd Engineer (sick)
C. Carter 2nd Eng. (sick)
A. Dias 3rd Engineer
D. Smart 3rd Engineer
A. MacDonald 3rd Eng. (sick)
B. Beaton 3rd Eng. (sick)
A. MacPherson 3rd Engineer
H.P. Connell 4th Engineer
J.T.W. Wallace 4th Engineer
N. McKellar 4th Engineer
J. Patton 4th Engineer
C. Woodforth 4th Engineer
R. Knight Electrician
D. Jarvis Electrician
J. Leiper Electrician
N. Carpenter Chief Steward
E. Hutter Chief Steward
J.P.D. Smith Chief Steward
C.K. Perkins Ship's Cook
Mohamed Hussein E.R.S.
P. MacPhee Bosun
B.M. McKay Carpenter
R. Sherriff Chief Steward.

PRESENTLY STUDYING FOR CERTIFICATES

P. Richardson 2nd Mate, for Master
J. King 2nd Mate, for Master
N. Battersby 3rd Mate, for 1st Mate
J.W. Purdon 3rd Mate, for 1st Mate
N.D. Pickup Cadet, for 2nd Mate
P.T.H. Smart Cadet, for 2nd Mate
L. Cameron R/O for 1st Class Cert.
G.N. Mains 2nd Eng., for 1st Class Motor
J. Jenkins Electrician for Electrical
Technician Certificate.
K. Blight 4th Engineer, for 2nd Class Motor.

We extend our congratulations to Mr. J. McKay on his recent success in obtaining his Master's Certificate.

Captain P. Smith is presently on tour on behalf of Scottish Ship Management Limited, and is visiting New Zealand and Australia.

Congratulations and best wishes are extended to Mr. A. MacDonald, 2nd Engineer, on his recent marriage.

The main news for you this edition is the formulation of the new Company to Manage Lyle and Hogarth ships. Lyle personnel do not need to anticipate any great service changes other than that promotion prospects for the more junior officers should be enhanced - but note - on merit only.

The Contracts you are serving under will be taken over by Scottish Ship Management, whilst other service conditions will remain unaltered, as the common standard for seagoing staff is to be based on very similar conditions to those at present.

As you will see elsewhere, we have splashed out by entering the insurance broking market. We are happy to have secured the services of a top class broker who is leaving a major Glasgow broking firm to head the new Company. The staff, initially, will be kept to a minimum, but we hope to provide quality service, coupled with the personal interest only a small firm can give. The name chosen is Lyle, Gibson and Company Limited.

Those who wish to place business or receive advice on personal insurance matters can write or call at 48, Buchanan Street. In time we think you will find we can improve your insurance premiums.

The recent moves by Lyle are not unconnected and stem from the necessity of holding down costs and reducing overheads to make ships more competitive. To stay in business, let alone expand, one must look well into the future and try to plan accordingly. None of us can afford to stand still, so the recent activity is a reflection of the Board's efforts to make sure the Company is well placed to play a leading part in shipping for many years to come.

It has been decided after study of the figures, that the participation payment to Contract Seagoing Staff for the year ending 1968 will be five per cent. You may wonder at this in view of the Government's recent edict but we consider the payment qualifies under "productivity", being therefore allowable, and we intend to pay it. We congratulate all concerned in their efforts to stabilise costs.

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Questionnaire for Old Sailors.

The National Maritime Museum is anxious to hear from old sailors who would be ready to answer questions about their careers. The Museum has prepared a questionnaire, which asks the sailor what the historian wants to know, and it will send a copy to anyone who is interested, whether they are seamen themselves or are friends of seamen who would pass it on. By this method, the Museum hopes to unearth a great deal of information about Merchant ships and the everyday life on board them in the days before the technological revolution of the last twenty years. Much of this life was taken for granted and, therefore, passed unrecorded. The questions vary from the quality of the food and the qualifications of the Cook to the methods of working cargo, and the social distinctions between different sections of the crew. Every aspect of shipboard life and the activities of the ships is covered. It is hoped too, to learn about the individual characteristics of ships. Anyone who would like to assist is asked to write to the Manuscripts Department, National Maritime Museum, Greenwich, London, S.E.10. So far, there has been no