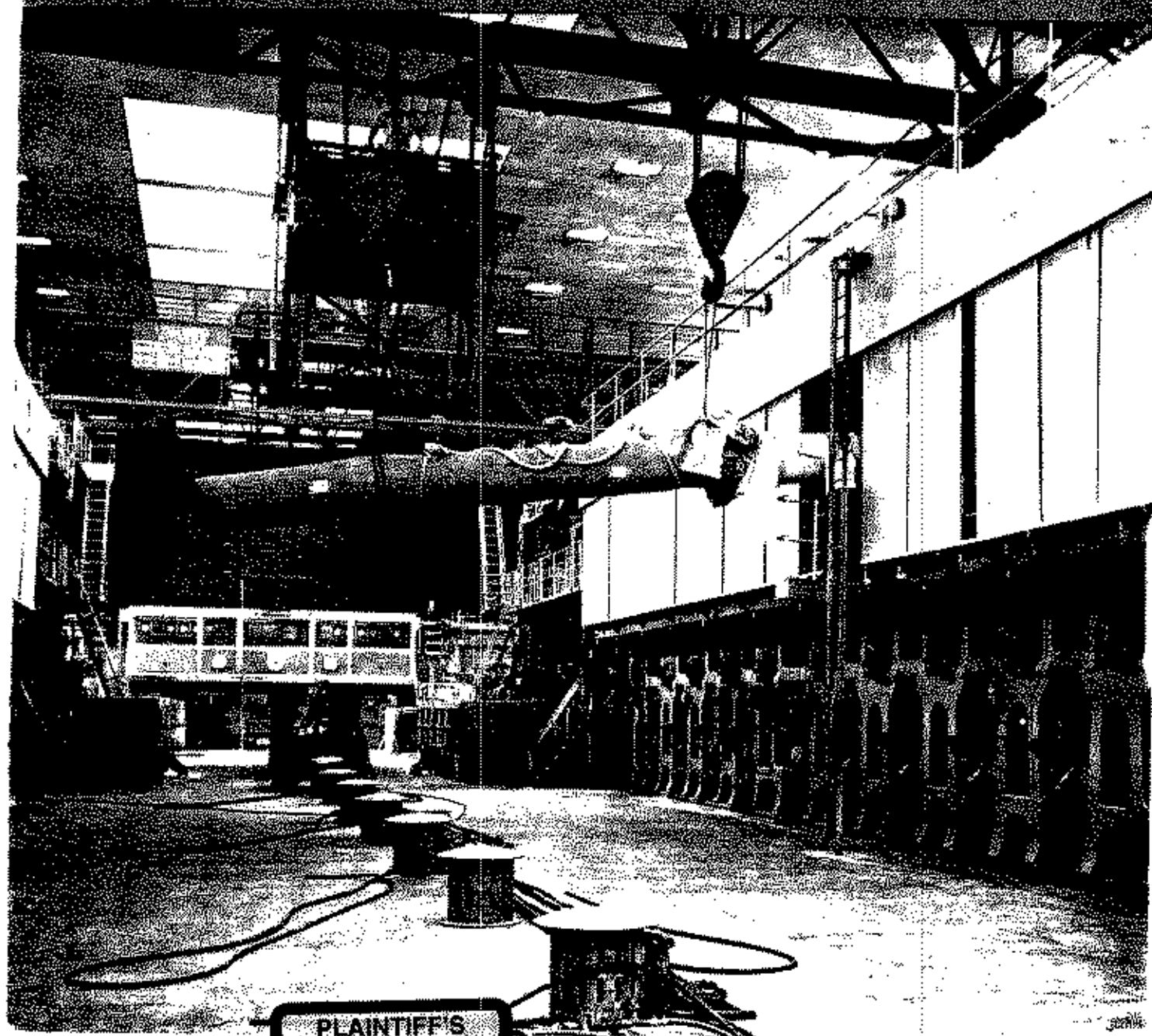




SCAPA NEWS



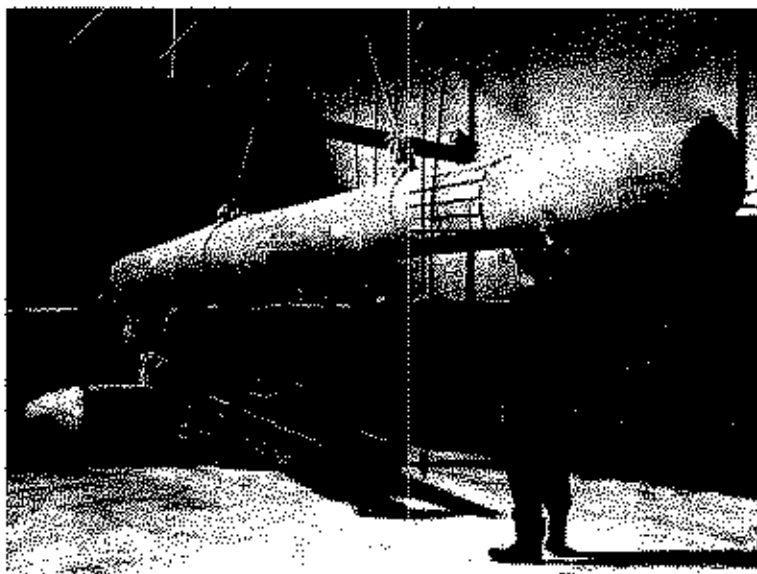
PLAINTIFF'S
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Cover picture

On the front cover of this issue is a photograph of a big Scapa dryer felt being craned into the position it will occupy on No. 6 newsprint machine at Bowaters Mersey Mill at Ellesmere Port, Cheshire. This machine, the latest of its type, will produce newsprint at the rate of 1900 feet per minute, and the Scapa felt shown is 296 inches in width. Below, the felt store at Bowaters Mersey contains quite a stock of Scapa felts and the big one for No. 6 machine is here seen coming out of store. In the centre section of this issue we show our readers something of the immense Bowater Organisation, whose mills use many of our products





SCAPA NEWS

VOLUME 1 NUMBER 2 SPRING 1962

EDITORIAL

'Is it good enough to get by?'

'If it *looks* right, then it'll pass!'

'Will it get by the Foreman—the Supervisor—the Boss?—no more than that.

Nowadays one often hears negative, irresponsible—even dangerous—remarks of this sort. 'Irresponsible' is the key word . . . this deliberate avoidance of responsibility—notably *adult* responsibility!

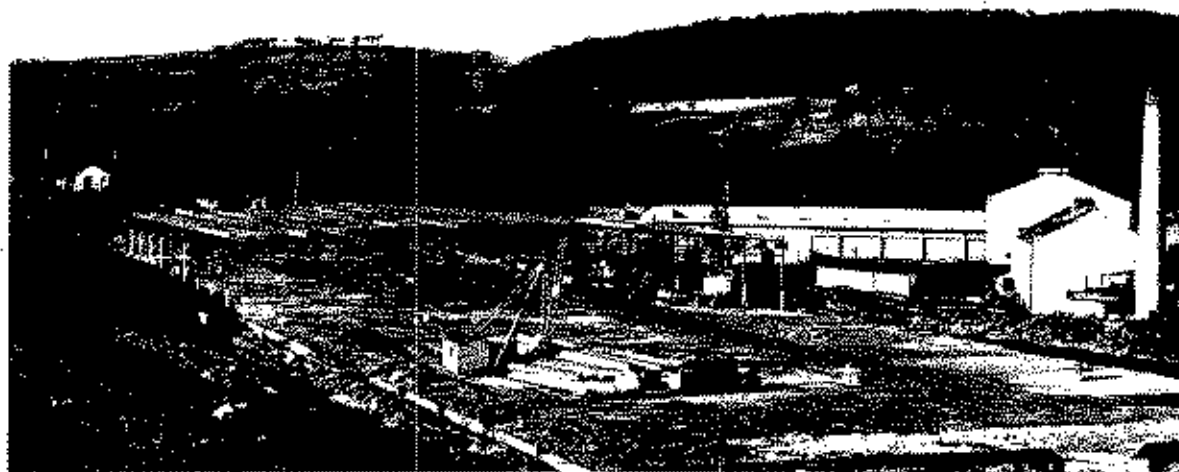
'When I became a man I put away childish things.' That's a Biblical quotation and even two thousand years ago the speaker was fully aware of *his* responsibilities as a mature adult person. Surely today such a man would not scamp his work—or drive a motor car dangerously—or leave his tools lying about on the shop floor—or even try to fiddle his Income Tax!

Personal responsibility towards the community, towards other people, to society, is without doubt an extremely important characteristic in a person's make-up—and it becomes essential, if that person is to be successful in any walk of life where contact with other human beings is needed.

In this sense how many of us ever criticise ourselves as individuals? How many of us give more than a passing thought to our responsibilities in our relationship with others?

one

SCNA 20403



RIVER MILL

a big expansion at SCAPA

It has become generally accepted by all who know Scapa that expansion is an almost continuous process. This has never been more so than at present.

During the first half of 1960 Grange Mill was converted for use as an extension to the Woollen Mill and now contains the carding and spinning departments and the warehouse. Early in 1961 operations were commenced in the new Felt Room, which is undoubtedly one of the most modern industrial buildings in the area. During February, 1962, a 30,000 sq. ft. extension to Grange Mill was completed to re-house the woollen yarn assembly department and also to act as a yarn store.

In addition to this already formidable list, the finishing touches are being put

to an 83,000 sq. ft. building - to be known as RIVER MILL - on the west side of the River Darwen.

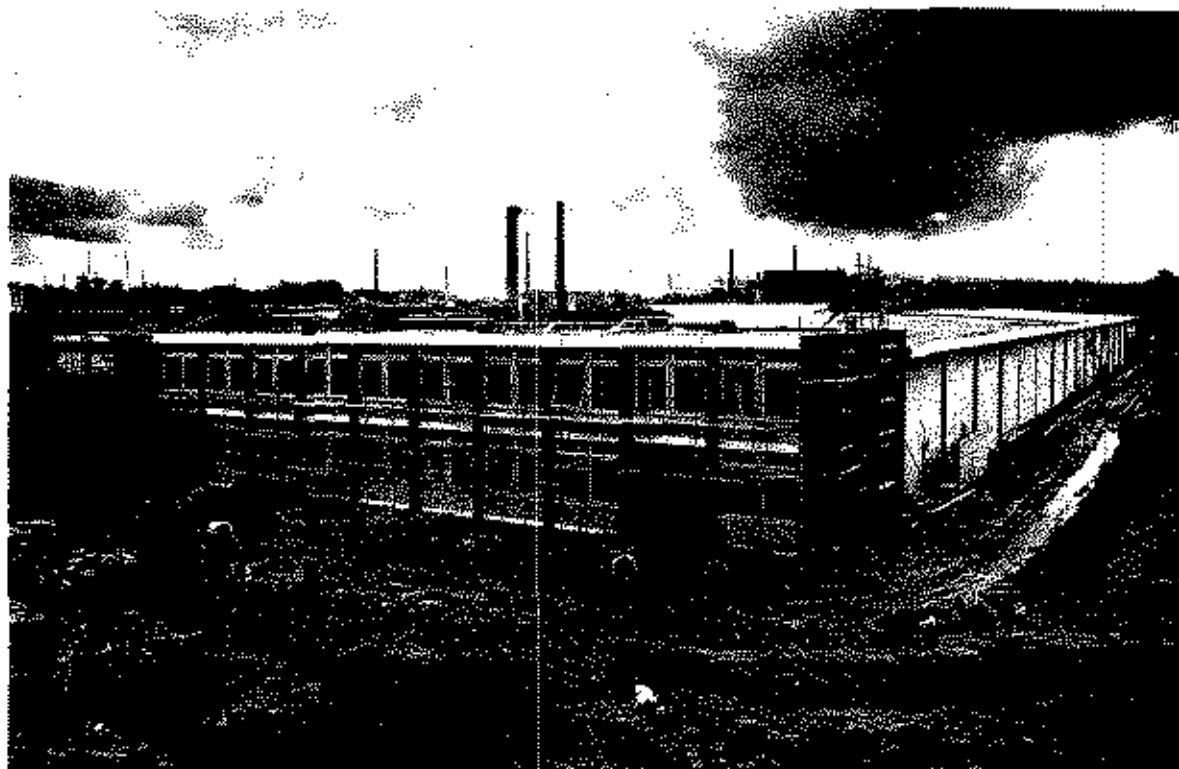
In its first stage, River Mill is 512 ft. long by 150 ft. wide, and land is available to extend it by some 350 ft. in length as and when required. An attractive two-storey frontage is presented to Preston

Old Road, this part of the building consisting of offices and the usual amenities - not forgetting of course, the indispensable tea-making equipment. It is intended in due course to transfer the research laboratories from their present accommodation to the upper floor of this block.

The photograph at the top of the page, taken on a beautiful November day in 1961, shows River Mill during an early stage of construction. The picture below was taken on Saturday, 24 February, 1962, by a 'Bury Times' staff photographer. The girder - 90 feet long and of all-welded construction - was starting its 30-mile journey to Blackburn from the makers, Messrs. Joseph Webb & Sons Ltd., of Jewell Forge, Bury. It is now in position crossing the River Darwen, connecting Scapa's Cartmell Street Works and the new River Mill as a 'service bridge'. Services carried by this structure are steam, condensate returning, electricity, water, telephone cables, and staff locator system wiring.



7899



The purpose of this impressive new building is for the production of SCAPEX Batt-on-Base felts, sometimes known as Wetbatts and Drybatts. These felts are made, as the name implies, by needling a fibrous batt on to a previously woven base fabric. The type of batt, the weave and construction of the base and the degree of needling are all important factors if the felts are to have the necessary characteristics for good performance in the paper mills.

Trials of SCAPEX felts have been carried out in a number of mills making a wide variety of papers and, although a

few of the early felts did not fulfil our expectations, the general picture of results is extremely promising. In most cases SCAPEX felts give improved drainage which, combined with their ability to remain clean for longer periods than do conventional felts, offers the paper manufacturer increased felt life and, consequently, a reduction in cost per ton of paper made.

In order to maintain and increase Scapa's lead in the manufacture of this type of felt, new needling machines and batt-forming equipment are on order with the James Hunter Machine Co., of

North Adams, Mass., U.S.A. Several members of Scapa have seen these machines both under construction and in operation in the United States and have been greatly impressed by their design and performance; so much so that an agreement has been completed between Hunter's and Hindle, Son & Co. Ltd., licensing Hindle's to manufacture the Hunter-needling machines for the European market. Thus, not only does Scapa ensure its future requirements of the best needling equipment, but a further opportunity is opened up to increase the Group's exports to Europe.

CHANGE

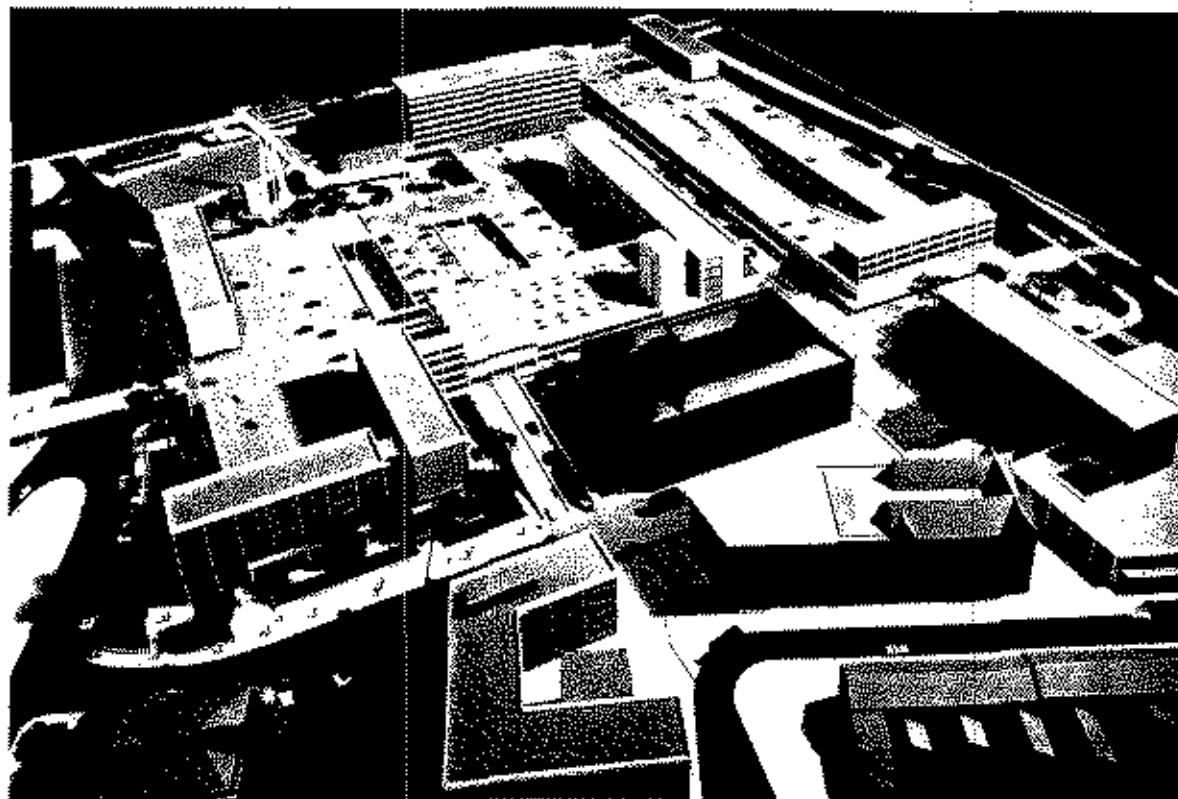
Although it was far from complete in March, 1962, when the picture at the top of this page was taken, River Mill now begins to resemble much more clearly the fine building it will soon become. Compare this photograph with the one at the top of the opposite page. In our next issue we may well be able to print a picture of the finished article; also, a little later this year production in River Mill is scheduled to begin.

Readers may be interested to learn the following facts about River Mill:

- ★ 140,000 tons of earth had to be moved before building could commence;
- ★ more than 8,000 tons of concrete has been used;
- ★ nearly one third of a million bricks have been laid;
- ★ there are nearly two miles of heating pipes to cope with a volume of 1,750,000 cubic feet.
- ★ in the working area (475 ft. x 150 ft.)
- ★ there are only five intermediate pillars;

- ★ the construction of River Mill is such that there is only one roof supporting column per 14,250 square feet of floor space. In a typical 'improved' weaving shed of the early decades of the 20th century, the comparable figure was about 580 square feet;
- ★ the weight of the structural steel used is about 400 tons;
- ★ about 200 tons of patent roofing material are incorporated;
- ★ the floor area, including the offices, totals 82,800 square feet.

three



The NEW BLACKBURN

- a vision of the future

Over recent months a master plan for Blackburn has been prepared by the Corporation in association with the Laing Development Company Ltd. This provides not only for the redevelopment of the town centre, but also a long-term development programme for the entire central area, consisting of 150 acres bounded by the outer ring road.

The most important part of this area is, of course, the centre itself and detailed proposals have been given for the redevelopment of this commercial and civic hub of the town.

The first stage of this redevelopment programme will be made possible by the removal of the market to a new site. The existing Market Square and Market Hall will then provide space for the construction of 14 shops, a supermarket, a

department store, Corporation offices and reception rooms, a restaurant, offices and a car park.

The construction of this Phase 1 development will follow the design of the larger scheme and basement servicing facilities will be provided for goods deliveries. The ramp to the car parking area will be situated behind the Town Hall and is designed to be large enough to cater for the increased demand of the final scheme. King William Street will remain and the shops on the west side will be unaffected by the first phase.

Ultimately it is proposed that King William Street should be closed to vehicular traffic and turned into a pedestrian way, allowing the area between it and Northgate to form a large area of the shopping centre.

This model in the picture at the top of this page was prepared by the Laing Development Co. Ltd. It shows the proposed new Blackburn Town Centre which is to form

part of the comprehensive development plan. The area covered by the model is approximately 14 acres of the existing town centre

Needless to say, the Redevelopment Scheme has not been well received in all quarters, particularly by those whose buildings must be demolished and businesses disrupted to allow the plan to proceed. Others doubt whether Blackburn can support a scheme of such magnitude and whether local professional and business people will be able to afford the new office and shop rents.

It is argued on the other hand that, unless something is done (and comparatively quickly), existing trade will be drawn to other towns in the area and Blackburn's declining population will be reduced still further. There is obviously much to be said on both sides; there is also much to be said for a clean and modern town comparable with the age in which we live.

Just as any progressive industry must be constantly on the lookout for methods by which to modernise and to improve its products in order to keep it competitive, so the municipality of today must do the same if it is to survive. Unfortunately, Blackburn (along with many other industrial towns) has inherited a large back-log in this respect. This scheme proposes to "wipe the slate clean" and to start afresh.

L.B.H.

THIS IS DRYER FELT CHEESE · WINDING & DOUBLING

There are many departments in Scapa, but how many employees know exactly what goes on in them? Here I have tried to give a 'worker's eye view' of the movement and processing of yarn in D5 Bay. I have tried to keep it simple without becoming too technical; I leave that to the white-coated workers! Here goes!

Delivery of yarn is made at the river end of D4 Bay; it comes from different spinners and there are various types and packages. There are cotton - spun 'Terylene' - 'Terylene' and nylon filaments - and other special yarns. Cotton comes on ring tubes and rollers and on cheese rollers; nylon and 'Terylene' filaments on metal tubes; spun 'Terylene' on paper tubes. Cases of yarn are unloaded and received by Johnnie McKAY and John HOLDEN; then their work begins. Samples from each case or package are passed to the Laboratory for rigorous tests. Reports are made; the yarn is OK'd. None is used until this has been done - even if machines are waiting. When the yarn leaves it is fit for use in felts. And how they consume it! All yarn goes to the winders and doublers and Arthur SUMNER has to keep these winders going.

The winders make the yarn into cheeses. A cheese is a package of yarn on a wooden roller. The rollers are 10 in. long and 1½ in. in diameter and, when the winder has filled one, it does resemble a whole cheese. Single end cheeses are about 6 in. diameter and 2 ply cheeses 9 in. diameter. The Department Supervisor, Mr. Seth LANG, determines how many ring tubes or cops go to making a cheese. Winders use a mechanical knitter to join the ends of yarn.

There are 2 winding 'frames' and 12 winders. Briefly, the process is that the ring tubes are run from 'fixed skewers'

(or spindles or pegs as they are known). The single end of yarn is pulled up from them and passes through tension discs and detector pins into a horizontal traversing guide and then to a cheese roller. The detector pins ensure that there is no 'dropped' or short ply when winders are making 2 or more ply cheeses. The machines can run up to 5-ply cheeses but, usually, only 2 plies are made. This cuts the margin of error to a minimum. When winders 'doff' (or take off) their filled cheeses they are checked to see if they are on the correctly coloured rollers, as different counts and yarns have their own colours. This is another safety measure. They are booked and their weights recorded. They are then packed into pallet boxes and stacked in a pool, with separate stacks for different counts of cotton, 'Terylene', etc. This is done by George BARLOW. All boxes are plainly labelled and dated.

From this pool, the warp and weft doublers (or twisters) draw yarn and use it with bought cheeses. Roughly half the cheeses used are Scapa-made and half are bought outside.

There are two types of doubling 'frame' - warp frames and weft frames. The process is to twist yarns together. The ends are drawn together down from the reel (as the carrier for cheeses is called) and are passed under tension 'rods' through a wire 'eye'. This keeps them together; they then pass through twist rollers, through a guider, and are wrapped on the bobbins. There are two sides to a machine, 80 spindles per side. The number of cheeses on each side is 400-800. These are renewed about every 14 hours. There is little waste as, when spent cheeses are changed, they are taken out with about ½ in. of yarn on the roller. These are 're-winds' and go back

to the winding frame to be re-wound into full cheeses. The doublers 'doff' about every 2½ hours - the time largely depending on the amount of twist. The twist is determined by differently sized cog-wheels fitted at the drive end of the twist rollers - here, too, there is a colour scheme for bobbins of various count. 800 cheeses at once need careful watching, so there are two men to one machine.

Weft frames are different in some ways. The process is the same as that on the warp frames, but the machines are much higher and 500 r.p.m. faster. The bobbins produced are larger and the yarn is thicker (wefts generally are thicker yarns). The frames have 70 spindles each side and, at the fastest count they run, they doff about every hour and 20 minutes. They use all the 2-ply cheeses the winders produce, and any amount of single end cheeses. As with the winding frames, there is no room for mistakes.

These 'Prince Smith' machines are fitted with knock-off action detector boxes; the yarn, besides going under tension rods, goes through detector pins and, when a cheese runs off, the spindle stops - the bobbin doesn't carry on making bad yarn.

We are proud to think that, in D5 Bay, great accuracy has been achieved. This is partly due to Bob KAY whose records have 'cleared' many a doubler. He goes round daily testing on each side of every machine for correct twist and tension. Bobbins are taken from all sides daily - and from different parts of sides - so that, over a week, bobbins are tested from one end of the machine to the other. The bobbins are checked for correct count, and for correct proportion of synthetic filament in the yarn.

I have not mentioned this filament until now as it would sound complicated to many people. Briefly, filament nylons or 'Terylene' - or both - go into about 90%, of all twisted yarns made in Scapa. In some cases different deniers (thicknesses) are used. In addition to all the various wefts and warps we also make sewing yarns for the Scapa Pattern Clipper Seam.

When all the yarns are made they are weighed, boxed, batch-numbered, dated, and counts and doubler marked on; this is done by Bill CLARKE and Dennis STUBBS. The yarn is now just as clean as when it came from the spinners. A record is made of outgoing boxes at the loading bay - by Jack PARKINSON. His fork lift truck loads them on trailers for the departments requiring them.

I wonder what happens to them then?
J.S.C.

Jim



Mrs. Ethel FENTON operating a cheese-winding machine in Scapa's Cotton Yarn Preparation Department

QUALITY CONTROL . . .

. . . what it is and how it works

I do not think that anyone would question the importance of Quality Control. The idea is as old as recorded history. The Bible gives specifications for buildings (Kings 1: 6); food (Leviticus 11); and other products. Records before Christ include Babylonian under Nebuchadnezzar, 609-562 B.C.; Chinese pottery-making in the factories at King-To-Ching (1644 B.C.); and Egyptian manufacture of linen (2000 B.C.).

In our modern age mass production (coupled with high quality requirements) makes imperative the application of modern Quality Control techniques. There is much truth in the saying that one cannot produce a first-class yarn from a third-rate fibre. The same is equally true of paper-machine felts. First-class felts cannot be made with poor quality yarn.

What is the purpose of Quality Control? It would certainly be a grave error to organise the Department purely for the collection and registration of data - just for sorting into 'Pass' and 'Reject'. The aim, and most important function, of the Quality Controller is to see that as little of the product as possible can be classified as defective; that is, the aim is not only to detect, but also to prevent the possibility of the manufacture of defective material. Defective material prevented is a positive contribution to production.

How is Quality Control to be made effective? It is certainly not sufficient to think only in technical terms, because the quality level depends, to a great extent, on goodwill and pride in one's work. This is especially so with paper-machine felts where small mistakes can often not be rectified later, thus resulting in enormous wastage of time and materials.

From this it will be seen that the answer to the question: 'How is Quality Control to be made effective?' can be split into two parts.

1. the Quality Controller is there to help the machine operators, chargehands and foremen in their work and, through this, to gain full co-operation.
2. in order to help, Quality Control has to be able to answer the questions: What caused the product to be defective? How is the fault to be overcome? How is quality to be improved.

One of the best systems of Quality Control is what is known as the *closed loop circuit*. This is made up of the following elements:

1. Sampling
2. Testing
3. Evaluation of results
4. In case of the results exceeding the Control limits: ACTION (the action can be to draw further samples)
5. Further sampling (if action was taken, for example, by changing draft gear or twist wheels)
6. Further testing (re-check).

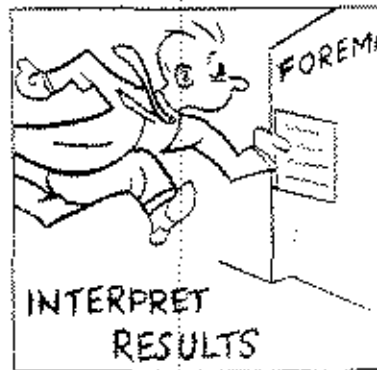
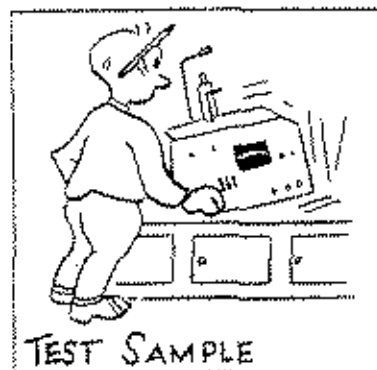
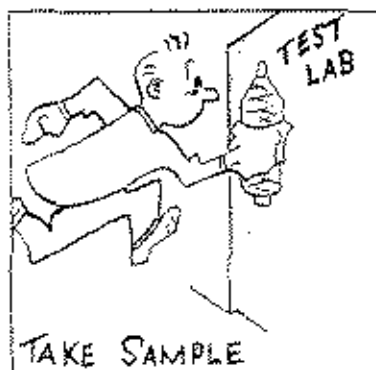
The closed loop circuit is the system applied here in Blackburn, both in the Woollen Felt Division and the Dryer Felt Division.

The most elementary testing equipment, if it is operating in a closed loop, can be of more real benefit to the operation of a mill than a laboratory full of electronic instruments which are merely used for testing. If sampling, or testing, or interpreting, or adjustment, are neglected the Quality Control programme is doomed to mediocrity or to a quagmire of ineffectiveness. Treating each segment of the testing loop as an equal partner assures real Quality Control.

It is essential to remember that any scheme of Quality Control is only as good as the people who devise and operate it. Only if everybody, at all stages of production, is instilled with a consciousness of quality, can the desired standard be obtained.

Quality Control, *ad hoc* examinations, and technical research and development, are all closely related, especially in plants like our own, where they are contained in the same general Department. This results in the testing laboratory being concerned in the thorough examination and physical analysis of used felts returned from papermills, in requests for assistance in solving customers' problems, in testing samples received, and in performing many other related and unrelated tasks. Consequently, we have to guard against the ever-present danger that Quality Control may receive far less attention than it should. Because of its routine nature, Quality Control appears, to some minds, less attractive than other laboratory work which has novelty and variety as well as an immediately apparent effect. Whereas most Quality Control testing appears to be negative, customers' requests and problems usually have someone pressing for results.

It is, therefore, necessary to plan the routine testing in such a way that it will not be delayed by a flood of other work or absence through illness of the laboratory staff concerned. It is essential that the assistants carrying out the job shall realise its importance and the consequence if tests are neglected. Also, the tasks carried out must be inspected, for there is nothing more frustrating than not to have an interest taken in one's work. The head of the Department must take an active interest in the





The top picture shows Mrs. Vera LIVESEY, a member of Scapa's laboratory staff, testing card roving for correct weight. A specially modified card bobbin is used: this enables individual cakes of roving to be removed and tested using the special stand to the right of the wrapping block. The lower picture shows Miss Pat O'MALLEY, another member of the laboratory staff, checking woollen yarns for correct twist. Both types of test are carried out regularly as part of the Quality Control programme. The cartoons across the bottom of the pages illustrate the sequence of operations in the 'Closed Loop Circuit' method of Quality Control



supervision of control testing, otherwise the operator may be lulled into the belief that his work is of less importance than is, in reality, the case.

The arrangement of work within the testing laboratory is always difficult. There are two main schools of thought on this subject; one favours each assistant being responsible for a particular type of work, whilst the other suggests that each assistant should be trained for all jobs. We subscribe to an arrangement that is a compromise between the two, in which specialisation is reserved for the more highly skilled tasks, or where consistent observer differences have been noticed - all or most taking a turn at the more monotonous work.

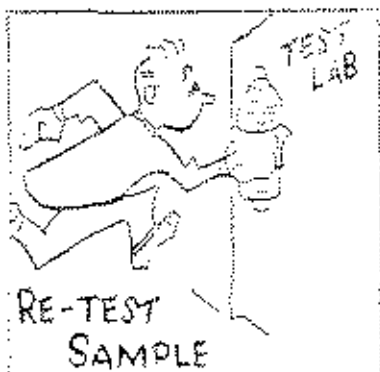
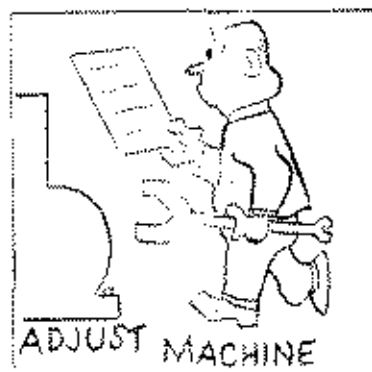
The testing has been described as laboratory work because it is done by laboratory staff, but it need not all be carried out in the laboratory. The system we use at Blackburn, of having small testing rooms in some of the Departments, saves time and is often more convenient. It certainly cuts the time lag between sampling and reporting - a most important feature in a highly productive Department such as Spinning, where the machines are often changed from one type of yarn to another after only very short runs.

If some of the tests are done in the Departments concerned, the testers are on the spot to do a re-check after the machines have been adjusted.

If any system of Quality Control attempts to function without a planned maintenance system, it carries a very considerable handicap. Quality depends to a great extent upon the condition of the machines which, in turn, depends on the technical skill of those responsible for maintenance.

From what has been said, it will be seen that Quality Control must be a co-operative effort. It depends on each one of us to help to maintain Scapa felts in their position as the finest in the world.

D.R.P.



The EUROPEAN COMMON MARKET

... the historical background

THE PROS AND CONS OF THE UNITED KINGDOM'S ENTRY INTO THE COMMON MARKET

It is generally accepted, by politicians and industrialists alike, that the U.K. must negotiate for entry into the Common Market. After all, we are part of Europe, and we cannot afford, either strategically or economically, to stand aside and watch our closest neighbours (with their very large populations) unite together to the exclusion of our very valuable export trade with them. It would be completely suicidal to do so, but the U.K., before signing on the dotted line, must ensure that the Commonwealth is included on acceptable terms and that the position of our agricultural industry is substantially protected. It is to be noted that our problems of entry into the Common Market are similar to those besetting France, who is the only other Member State with extensive overseas territories.

It is impossible ever to please everyone at once, and some industries are opposed to our entry into the Common Market, e.g., the paper industry.

On balance, however, industrialists expect an overall benefit to the nation by our entry. Some concerns which have only managed to exist behind our present tariff wall will inevitably fall by the wayside in the face of greater competition. It behoves us all to brace ourselves for fresh competition and, as Prince Philip said in October, 1960, to work together more closely for increased efficiency. The politicians, perhaps, consider the political benefits as important as the economic benefits, but that field of debate must remain closed as far as this article is concerned.

As far as Scapa is concerned, the customs duty on our felts entering Italy,

Concluding paragraphs of an article by Mr. P. N. ASHWORTH, B.Com., F.C.A., Secretary of Scapa Dryers Ltd., and a Director of Hindle Son & Co. Ltd., and Scapa Dryers (Sales) Ltd.

France and Germany is as high as the duty on foreign felts imported into the U.K., but the duty which we pay on felts sent to Belgium and Holland is lower than the U.K. rate. Thus, we have nothing to fear from reductions in duty - in fact, we welcome them. In any case, the high quality of our felts has been proved over the years, and the old adage 'Buy British' still holds good as far as most of Scapa's customers are concerned.

For some industries, however, the issue is a complicated one, because five different rates of duty on the same goods may have to be studied:

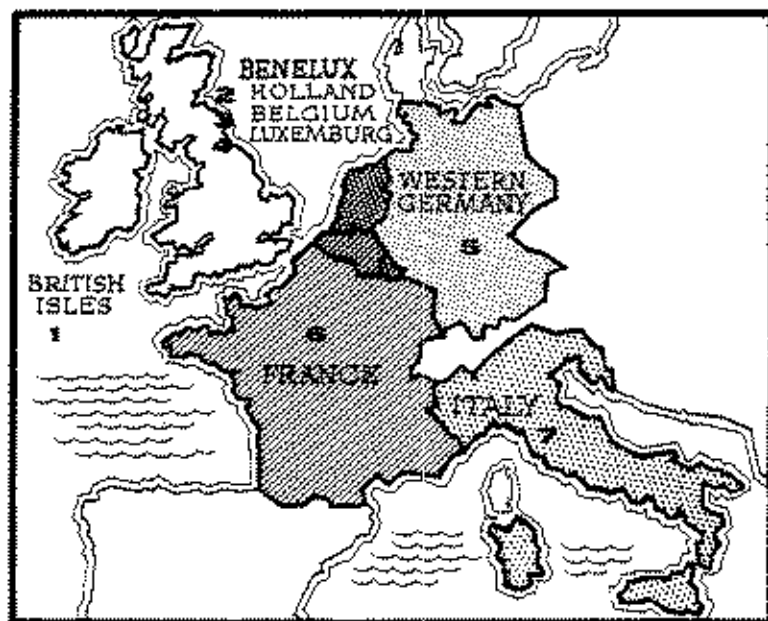
- (i) Commonwealth preference (the rate is usually nil)
- (ii) Duty rates on goods imported from or exported to E.F.T.A. countries
- (iii) Duty rates on goods imported from or exported to E.E.C. countries
- (iv) Most Favoured Nations rate (this applies to other member states of the General Agreement on Trade and Tariffs)
- (v) General Rates of Duty to or from other unspecified countries.

It is generally felt that, if and when the U.K. enters the Common Market (this cannot possibly be finally settled before mid-1963), we must immediately adjust our duties to the then-ruling Common Market rates. Any intermediate reductions over a specified period would only lead to long and complicated negotiations. After all, it took the 'Six' two years to reach agreement, and they would hardly relish the idea of opening up fresh negotiations on that score!

Moreover, it took six weeks of tough bargaining during December, 1961 and January, 1962, before the second phase of the Common Market was agreed and the first steps achieved towards a common agricultural policy.

There would, of course, be individual items on which there would have to be such large adjustments of duty that they would have to be included in List 'G' for further negotiation, so it behoves

Continued on facing page



POPULATIONS and the Common Market. The 'Six' represent a very large population group even without the United Kingdom. 2, Holland, 11,477,000; 3, Belgium, 9,128,000; 4, Luxembourg, 318,000; 5, Western Germany, 53,048,000; 6, France, 45,355,000; 7, Italy, 50,671,000. The total is 169,937,000. At the last census, the population of the U.K. (1) was 52,675,000, bringing the total number of prospective Common Market customers in the countries under reference to 222,612,000.

Continued from previous page

industrialists to prepare now for possible entry into the Common Market.

The present member states of the Common Market are only too ready to welcome the United Kingdom into their circle, but there will be, of necessity, a great deal of hard bargaining. It has been said that the prices of certain foodstuffs are bound to rise - but that remains to be seen. The present members of the

Common Market look with envy at our social services, and are hopeful that, if the United Kingdom joins the 'Six', they might be able to step up their own schemes. Let us be quite sure, however, that there is to be no levelling downwards for the United Kingdom.

In Scapa, of course, we deal in metric weights and measures, and in foreign currencies, for most of our export markets. Only Australia and New Zealand of the overseas territories still stick to

pounds, shillings and pence. The United Kingdom must face up to the inevitable change-over to the metric system and decimal coinage as a necessity on joining the Common Market. On what unit is our decimal coinage to be based? Most people are in favour of the ten shilling note (possibly to be called a 'Royal') being the basic unit, although the financial experts would rather adhere to the pound. Well, we must just wait and see!

CONGRATULATION . .

new appointments and promotions among the senior staff of Scapa Dryers Ltd.



Mr. John Geoffrey ALLSUP was appointed as an assistant in the Woollen Division Design Office during the month of January, 1962. He is Blackburn born and was educated at Stonyhurst College; he represented his school at both cricket and rugby. During National Service (two years and the South Lancs. Regt.) he spent a year in Berlin. He joined Scapa on 1 January, 1959, and spent the next two years working in all departments of the Cotton and Woollen Felt Divisions. Mr. Allsup has gained experience of the paper trade by working on paper-making machines in England and Finland and, during 1961, in the design department of Messrs. Walmisley's at Wigan. He is a member of Pleasington Golf Club and is a very keen golfer.



Mrs. Eileen Theresa LUCAS (née Farrelly) was appointed Assistant Forewoman (Felt Inspection) in the New Felt Room on 20 November, 1961. Born in Blackburn, she was educated at St. Anne's Roman Catholic Girls' School. On leaving school she was apprenticed as a tailoress, but gave this up after about a year to join Scapa Dryers Ltd. in June, 1949. Her first six months with the Company were spent on the sewing machines in the (then) old Felt Room. Mrs. Lucas lives in Lower Darwen now, and her husband is a Storeman at the Royal Ordnance Factory in Darwen. She is greatly interested in the 'keep fit' campaign and attends a weekly evening session. In 1958 she passed an examination in Home Nursing.

SOME SCAPA FIRSTS

The word "FIRST" which is often prominent in Scapa advertisements is no idle boast. Here is a list of a few Scapa FIRSTS in the felt-making industry:

FIRST in the CREELED WEAVING OF COTTON DRYER FELTS which, from the inception of Scapa Dryers Ltd., resulted in the production of dryer felts with qualities of evenness and stability hitherto unattainable.

FIRST in the CHEMICAL TREATMENT OF COTTON DRYER FELTS to prevent the degrading action of acids. There has been a recent revival in this type of treatment, 30 years after Scapa first introduced it.

FIRST in the DEVELOPMENT OF DRYER FELT WEAVE STRUCTURES specifically designed to give stability and long service life. The S-1 weave (typified in our 1164-S and 3175-S felts) and the S-4 weave (as in our types 1464-S and 3480-S) are still, nearly 30 years after they were first patented, the most popular and widely-used structures in the world.

FIRST to apply CHEMICAL TREATMENTS TO WET FELTS based on the then recently acquired knowledge of the basic chemical structure of the wool molecule. The series of 'Scaparing' treatments replaced the old tanning processes which had been in vogue for many years.

FIRST to apply the HELICAL WRAPPING of multi-filament synthetic yarns around a cotton core. We consider this to be the greatest single advance in cotton dryer felt manufacture since the advent of synthetics.

FIRST to discover THE IMPORTANT FUNCTIONS OF ASBESTOS as an absorber of acid and a binder of iron, which resulted in the development of our now famous three-decker syntho-asbestos felts with their synthetic face, asbestos centre and cotton back.

nine

Letter from LONDON

Nine o'clock sees the start of a new day at London Office, and the first bundle of problems is already lying on the floor in the shape of the morning's mail. This is hurriedly opened, the post list from Head Office scanned, and envelopes bearing post marks other than Blackburn are eagerly opened for new orders.

Miss REID, our ever-patient secretary, has barely started to acknowledge these when the telephone rings. One of the larger Kent mills is in urgent need of a dryer felt and requests our best possible delivery. A few steps to the Telex machine and, within seconds, the message is in the Sales Office in Blackburn. A few minutes pass, the Telex clatters into life again, and the awaited answer flies along the wires to assure the customer that his felt will be supplied by one of our own loeries within the next two days. Another satisfied customer, thanks to Scapa service!

Ten o'clock: a short pause to put on the coffee. (Visitors please note: we have six cups and saucers if you are thinking of calling on us - plus a heavy duty percolator! London pavements are notoriously thirst-making!)

Back to the typewriter until 11 o'clock when Mr. TYRER arrives from the

country where he has been attending an early morning start-up at a tissue mill. This involves one of the new Scapex batt-on-base felts which has got away successfully and paper samples, showing improved finish, are forwarded to Head Office, along with a report on wetting-out behaviour, etc.

Lunch hour comes and goes and we return to the office to find the flap down on the switch board - indicating an incoming call. Answering Limited (an efficient concern which takes messages on our behalf when the office is unstaffed) informs us that our driver will be calling within the hour to collect a sample of felt which will be forwarded to Blackburn for a laboratory analysis. A cup of tea for the driver and, in return, the latest news from 'up North' and then - back to the paper war until 3.30 when the afternoon mail arrives. This contains reports from Mr. POLAND who is making one of his extensive sales tours in Finland; we learn that our products are proving satisfactory in this market.

Four o'clock and the telephone shrills again. A large packet of headed paper and envelopes needs to be collected from the Preston train arriving at Euston 5.30 p.m. Miss Reid is meantime engaged in finding hotel accommodation for a foreign visitor who wishes to spend the night in London before visiting our ever-expanding mills in Blackburn.

Some quick footwork across Strand, where the traffic is already chaotic, a sudden blast of warm air, and we are in the Underground. We arrive at Euston just as the train is pulling in. There are, of course, three brakes in the train and our package is in the one which is farthest away from the barrier. A large, hungry-looking bulldog (and no guard) makes extraction difficult: our fears are groundless and, fingers and parcel intact, another varied and satisfying day's work is completed.

Letter from WAYCROSS

A DESCRIPTION of WAYCROSS (continued)

Following on to my descriptions of Waycross and the differing ways of life out here, I would like to mention a few of the different customs and expressions we have noted during our stay in the town.

We were most surprised to find that Easter (including Good Friday) is not observed as a public holiday. The first break of the year after New Year's Day (a holiday) is Independence Day - 4 July. We do not have a Wakes Week. Work-people just apply for a vacation as best suited to their circumstances and, if it is possible to let them have it at the required time, it is granted.

Different expressions are used in greeting people. For instance, whereas in Lancashire people pass the time of day with 'Good morning!' or 'Good evening!' - here the general greeting is 'Hey!' or 'Hi!' When you buy anything at a store, and are leaving, the general expression used is 'Hurry back!' If you have been visiting friends, and are leaving, you nearly always hear 'Come back and see us!' If you do a service for anyone they will always say 'I appreciate it!' If you say 'Thank you!' for anything you will always get the reply 'You're welcome!' If you ask anyone 'How are you today?' the reply will generally be 'Fine!'

Waycross is also known as the 'Welcome World City'. We have two radio stations and, just recently, we added a TV station. The radio stations are WACL and WAYX; the latter goes by the name of 'Johnny Rob Radio', a term which goes back to the Civil War when most of the people of the Southern States were known as Rebels and the people of the North as Yankees. During



Left, space is not wasted in new buildings in London; the car park at Villiers House is below ground



the programmes of these radio stations – mostly music, news and frequent weather reports – there are often breaks consisting of advertising notices by local business people. For the weather reports the announcer will give local temperatures with some expression such as 'the temperature in Waycross is 80 fun-filled Rebel degrees' – meaning, basically, that Georgia is the Land of Sunshine and that, practically the whole year round, people work and play in the sunshine. We do not need licences for TV or radio as both are commercial, with the adver-

sers paying the cost of operating the stations. If one cares to do so, it is possible to watch TV for about 20 hours a day (which may or may not be a good thing).

We noticed, also, another great difference here: school children do not wear uniform as do some school children in England. So, we see them going to school in brightly-coloured dresses. Most schools have their own bands and, during terms, there are many colourful parades in which the bands participate. There are High School football teams between

which there is keen competition. The football played in England is termed soccer in America. Here the players wear headgear and shoulder pads and the game is played more with the hands than with the feet; it is more like English Rugby. High School girls are chosen as 'cheer leaders' and stand in front of the crowds to encourage people to shout for their team. Schools have a summer vacation of three months; this is a long break by English standards but, as Waycross schools are not air-conditioned, it is a necessity. Arthur WHITTAKER

APPRECIATION

The first number of 'SCAPA NEWS' was eagerly received by Waycross personnel and produced much comment. Anticipation had built up continuously since we were first approached with the idea of the publication and the invitation to send in our news items and stories. As soon as our efforts were winging their way across the Atlantic to Blackburn, everyone waited impatiently to see the results in print, and to read the news of Scapa and Scapa personnel from other parts of the world. Our expectations have not ended in disappointment either for, over here, 'SCAPA NEWS' is an immediate success and, if anything, it is even more than we had anticipated.

The first lone copy came in the mail

about a week ahead of the complete shipment and had to be kept 'under-cover' in the office until everyone could have one. Finally, the other copies arrived and were given out to office personnel and mail workers at the end of their shifts. Some of the comments heard were:

Mrs. Irene YARBROUGH (Secretary): 'It's real nice. I had expected it to be in newspaper form, but this is a whole book. I'm going to read it this weekend'.

Ivan FALES (Warehouse Foreman): 'I think the magazine is a good idea. It tells us how the Company was formed; something a lot of us didn't know before – and how it has grown; something we are all interested in'.

H. G. McCLELLAND (Packing Dept.): 'It's a darned nice thing. There were a lot of interesting articles in it'.

Several employees (who wish to remain anonymous as their wives read 'Scapa News' too) were impressed mostly with *Maureen CLARK*, *Miss Scapa of 1961* – and think she ought to be sent on a good-will tour to Waycross.

We here at Waycross are all very proud of 'SCAPA NEWS' and join together in congratulating the Editor and his staff for a wonderful job.

Gene SHIPES

Top of the page, the town centre of Waycross, Georgia, U.S.A.

eleven

BIRTHS

Congratulations to these Scapa Dryers Inc. parents on the occasion of new arrivals:

SMITH A daughter (5 lbs. 14 ozs.) to be named Kathy Lynn was born to Mrs. W. D. SMITH on 31 January, 1962. Mr. Smith is a weaver at Waycross.

LEE A daughter (6 lbs. 14 ozs.) to be named Lisa Rene was born to Mrs. T. J. LEE on 18 February, 1962. Mr. Lee is a weaver at Waycross.

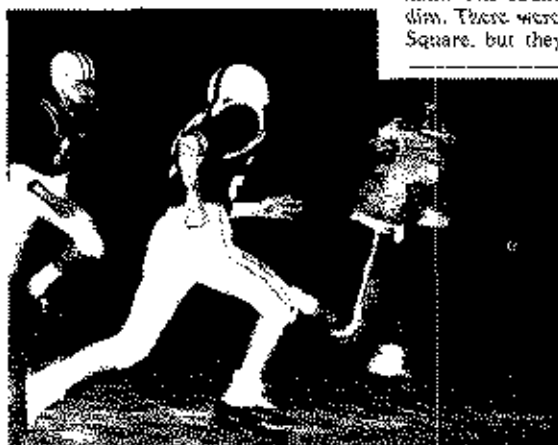
WHIDBY A daughter (8 lbs. 10½ ozs.) to be named Connie Ann was born to Mrs. T. R. WHIDBY on 9 February, 1962. Mr. Whidby is a weaver at Waycross.

TANNER A daughter (8 lbs. 7 ozs.) to be named Phonica Ann was born to Mrs. J. TANNER on 21 February, 1962. Mr. Jimmy Tanner is employed in the Warehouse Department at Waycross.

SPRADLEY A son (9 lbs.) to be named Jonathan was born to Mrs. L. SPRADLEY on 9 December, 1961. Mr. Lee Spradley is a shift foreman at Waycross.

CAUTION: MEN AT WORK

'Work together - build together' is the policy of three employees of Scapa at Waycross - Reavis SMITH, Ed JORDAN, Hollis SMITH. They are constructing, in their spare time... a fall-out shelter! The structure is ten feet by forty feet and is designed to house all immediate neighbourhood families. Although everybody hopes that it will never be used for its designated purpose, it could double as a tornado shelter.



On page 10, in his description of life in Waycross, Mr. Arthur WHITTAKER mentions the great difference between 'football' as popularly played in America and in England. The photo-shot above shows that a game in Waycross is not quite like a floodlit evening match at Ewood Park! No - they're not astro-

twelve

COLONEL GLENN'S FLIGHT

There were many fine things written and said about Colonel John Glenn's orbital flight of 20 February. Some were serious; some were humorous, such as Colonel Glenn's remark when he met the Lord Mayor of Perth, Australia, in New York on 1 March: 'I was afraid he had brought the light bill'. Perth was the city that turned on all its lights as Colonel Glenn passed over.

We in the United States were caught up in the excitement and thrill of this history-making event. Of the many things written about this flight, I would like to share with 'SCAPA NEWS' readers the following remarks written by a Waycross Rotarian, Mr. Liston Elkins, who was visiting New York on this eventful day. Mr. Elkins is Manager of the Okefenokee Swamp Park, and no doubt will be remembered by many Scapa-Blackburn people.

'I was at the crossroads of the world on Tuesday, 20 February - at Times Square, New York City.

'It was the day that Colonel John Glenn circled the globe three times.

'I was a "country boy" on Times Square, one of the busiest and most spectacular spots on earth, but I was as big and important as any other person there. Everybody and everything at that moment was insignificant, except a lone man who was braving the unknown.

'Nothing mattered during those tense moments, except the safety of that man who represented America and mankind's hope for achievement in a new and mysterious realm.

'Business was laid aside. The stock market was forgotten. Traffic was stagnant. The sounds of a great city were dim. There were many people at Times Square, but they were all silent as they

watched the bulletins on lights from the Times Building. Many were watching television screens through the plate glass fronts of massive hotel lobbies and store windows, and occasionally you would see a man or a woman on bended knees. You didn't have to hear any words to know that prayers were being raised from the asphalt of Times Square.

'Perhaps no place on earth harbors so many people of divergent beliefs and disbeliefs as New York's Times Square. But, on 20 February, saints and hoodlums, vociferous soap-box orators and quiet old ladies, homburged gentlemen and overalled truck drivers, became fervent herm worshippers, united in a common mission.

'Never before has faith been so eloquently expressed. I moved about in the throng, and when someone would ask "You reckon he'll make it?" there was an immediate and confident rejoinder from someone else "Sure, he's gonna make it". There was tense anxiety, but there was abiding faith. Faith probably was expressed that day by many people who never before had known the meaning of faith.

'When the announcement came that Colonel Glenn had made it, there was an eruption of sound and a display of emotion that surpassed anything I have ever seen. Times Square came alive. There was a cascade of ticker tape and people shouted and screamed.

'I saw many people with tears streaming down their faces and many closed their eyes and looked upward. It was the greatest Thanksgiving Day New York ever experienced.

'Colonel Glenn brought emotion, faith, prayer and confidence to Times Square. I'm glad I was there.' Liston Elkins



nauts - just High School players. The mature looking young ladies above are also High School pupils. They have been selected as 'cheer leaders' for a big game, and are limbering up and practicing their 'cheer' routine (which can be quite complicated, calling for precision drill)



Waycross Sales Conference

During the month of February, 1962, a meeting took place in Waycross of salesmen and agents working with Scapa Dryers Inc. and covering the United States. Back row, left to right: Vernon L. TIPKA (West Coast); Floyd COONS (Mid-Western States); G. B. HALL (North-eastern States); E. H. HALL (Morey Paper Mill Supply Co.); A. J. ROURKE (Southern

States); J. HAYTHORNTHWAITE (Scapa Dryers Inc.); W. G. MUNDIE (Mid-Atlantic and North-eastern States). Front row, left to right: L. ROPER (Scapa Dryers Ltd., Blackburn, visiting); A. WHITTAKER (Scapa Dryers Inc.); K. W. BUCHANAN (Sales Director, Scapa Dryers Ltd., Blackburn; Director, Scapa Dryers Inc.); J. B. CHANDLER (Southern States); A. ASHWORTH (Director and Vice-President, Scapa Dryers Inc.); E. H. HALL, Jr. (Ohio)

PAPER MILLS IN THE U.S.

Production of paper and paperboard in 1961 totalled a record 35,500,000 tons, and sales of paper and allied products exceeded \$13 billion. About 1.2 million tons of paper and paperboard were exported, while imports - mainly newsprint from Canada - amounted to 5.8 million tons. Consumption of paper and paperboard exceeded 40 million tons, or approximately 437 pounds per person.

Consumption of wood pulp in the manufacture of paper and paperboard moved to a new high of over 27 million tons in 1961. Production of wood pulp exceeded 26 million tons, requiring over 41,000,000 cords of pulpwood. About 1.2 million tons of wood pulp were exported in 1961 compared to 652,000 tons as

recently as 1959. Imports held steady at 2.4 million tons. Waste paper consumption remained steady in 1961 at 9 million tons; consumption of other fibrous materials including rags, straw, cotton linters and bagasse (sugar cane residue) totalled more than one million tons.

Most observers expect the American economy to continue the 1961 upturn through 1962. Major differences seem to be of degree, with some expecting a 'super boom' and others a relatively mild expansion from present record high levels. In either case, the rise in gross national product in 1962 will most likely be paralleled by a similar increase in consumption of paper and paperboard in the U.S. This will bring both the total and the 'per person' rate to new

highs. If imports and exports of paper remain close to their 1961 levels in 1962, production of paper and paperboard in 1962 would be likely to move to new highs, and would show an accelerated rate of growth compared to that of 1959-1961. This higher level would result in corresponding increases in wood pulp production and wood pulp consumption, and would, of course, reflect similar increases in requirements for converted paper producers.

Although paper consumption will continue to grow with the population increase, an important part of the future expansion will be in new products and increased exports.

Reprinted from SOUTHERN PULP and PAPER MANUFACTURER

thirteen



THE FINNISH PAPER INDUSTRY

Some features about its development

Did you know that Finland possesses about 12 acres of forest per inhabitant? Did you also know that the annual increment of forest is about 385 square feet per head?

No wonder that this country depends so very much on her forest resources.

The dominant trees in Finnish forests are the spruce and the pine; the third most important species is the birch. These three types of tree account, together, for 98% of the growing stock. As all three species are suitable for processing and, especially as northern slow-growing timber is very durable, it is quite natural that there has long been a demand for timber from Finland's vast forests, even from beyond the frontiers of the country.

There have been paper mills in Finland since the 17th century. However, until the 19th century, the country's paper industry worked solely for the domestic market.

When, in the middle of the 19th century, it was discovered that wood could be used as a raw material for paper-making, and taking into consideration the abundant timber resources, paper-manufacturing in Finland began to go ahead at a brisk pace.

The 1920's saw a very vigorous increase in paper manufacture, and newsprint took its place as the most important product of the industry. As a result of the wars of the 20th century Finland lost nearly 10% of her paper industry and, after the last of these wars, heavy war indemnities still further retarded progress.

So, in fact, it was not until 1955 that the 1939 level of production was reached again. The late 1950's and early 1960's will go down in Finland's history as the period of greatest expansion in the country's paper-making industry. The greatest concentration of production increase comes in the years 1960-62, when the figure of 45% is recorded.

fourteen



During the early part of the year Mr. R. B. POLAND (Scapa's London Manager) made an extensive sales tour of Finland. In the picture above he is seen at the completely frozen harbour of Savonlinna.

The Finnish paper industry regards itself as progressive and progressing. Those of us who do our everyday work at Scapa are helping to sustain this progress - by making better, longer-lasting paper-making felts of all kinds.

ELECTION NEWS

January, 1962, was a time of electioneering in Finland, culminating in the first stage of the Presidential Election on 15 and 16 January; this was the election of the 300 strong Electoral College which finally chooses the next President.

The campaign then continued with growing vigour as the General Election itself, on 4 and 5 February, grew near. The elections were, as was expected, a personal triumph for President KEKKONEN, who thus becomes the head of the Finnish State for another six years.

Participation in the General Election was extremely lively and, according to the latest calculation, more than 84% of the electorate voted. The overall result was a House with a non-Socialist majority. This may offer an opportunity for the formation of a majority Government, which has long been needed.



HOT and COLD!

The 'sauna', or Finnish communal bath, is a famous speciality of the country. Part of the process involves a period in a very hot steamy room - about 120°C or 278°F. In the picture above Mr. POLAND is enjoying the heat in the jovial company of a group of Scapa's Finnish customers; bearing of the body with bundles of birch twigs also comes into the ritual. The session of basking in the hot room is often followed by a (doubtless) invigorating roll in the snow; in the photograph left Mr. Poland is enjoying (!) this at a temperature of minus 20°C - or minus 5°F we are told.



Meet our Customer

2

THE BOWATER ORGANISATION
... Bowaters in Britain

The Bowater Organisation is spread over a major part of the world. The full tally of Bowater companies is around the sixty mark - located in twelve different countries. And - in forty countries more - the organisation's products are distributed through sales agents.

The full list of offices and plants affords a great variety of place-names - and of occupations. It's hard to think of any paper operation that isn't done by Bowater people somewhere on the map. Go back to the beginnings of the raw materials of paper - to the forest itself - and you will still find Bowaters there.

Trees are planted, tended, cut, hauled, in Canada and the United States; they are turned into pulp on the spot and in Norway, Sweden, England, France, New Zealand. The pulp is turned into paper in all these countries - into building products (from hardboard to fibre pipes) in England, Ireland, America - into packaging products in Britain, France, Belgium, Italy. There are Bowater ships on the high seas, and small Bowater lorries on land, linking the raw materials centres with the mills and factories and with the market places. In the countries so far named - and in Australia and South Africa - salesmen are transforming Bowater products into money - pounds, dollars, francs etc. Research men and engineers, perhaps based on England or the U.S., map out continually the lines of tomorrow's progress. All over the world, in Bowater offices, administrators and executives look after the business of today.

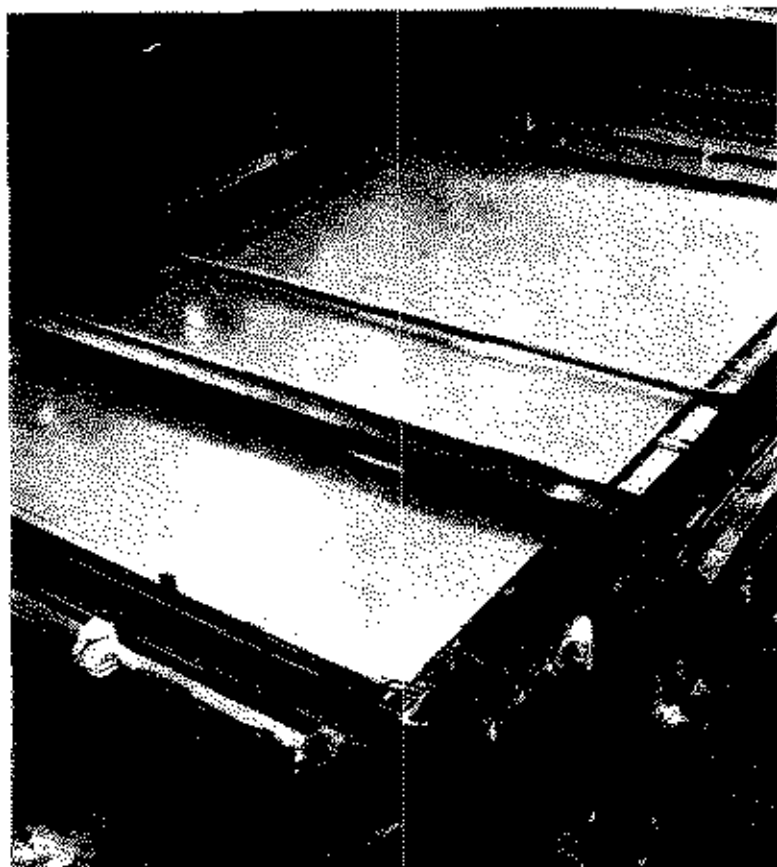
Bowater-Scott, who make and sell household tissues, have an international flavour, too. The link-up between the Bowater and Scott companies began in England, but has moved on into Belgium, Denmark and Italy, into the flourishing European Common Market area, and has set up in strength in Australia - and with many sales agents overseas.

It is a long haul from a Canadian pulpwood forest to exotic Ceylon but, in that land of elephants and temples, desiccated coconut is being packed in multiwall sacks made by Bowaters. In Malayan schools, children learn from textbooks printed on Bowater paper. Household tissues bearing the Bowater-Scott label are displayed alongside traditional wares in the bazaars of Hong Kong. These similes could be repeated a hundred times because - from northern forests to the lively modern cities of

Continued on next page

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SCNA 20417



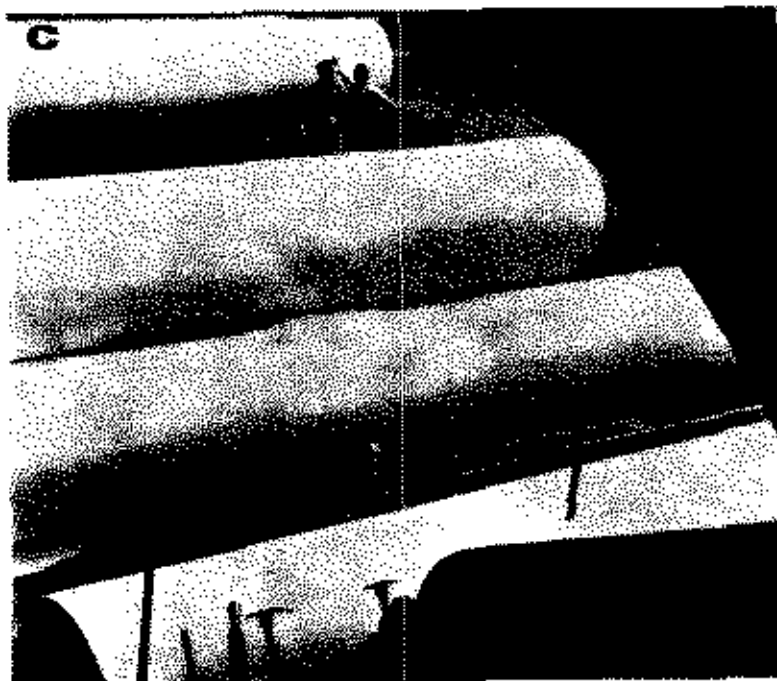
The 'BIG FOUR' Mills

Foremost among the many types of paper produced by the Bowater Organisation in Britain is newsprint. A vast daily tonnage is produced on the high-speed machines in action at the 'Big Four' mills at Northfleet, Kemsley, Sittingbourne and Ellesmere Port. The dynamic pictures on these two pages were all taken at Kemsley in Kent, and illustrate some facets of newsprint production by Bowaters.

A, the wet end of No. 5 machine - the 'stuff' is more than 99% water. B, a dryerman examines carefully the edges of a newly-wound reel of paper. C, the giant finished rolls of newsprint seen from the supercalender. D, another view of the wet end of a newsprint machine - with the mixture of pulp and water speeding along suddenly to become a continuous web of paper. E, machine operatives inspecting a supercalendered reel of newsprint. F shows well the giant size of a roll of newsprint as it comes off the machine. G, the finished product - reeled and cut to customer's required size - packing is all that remains.

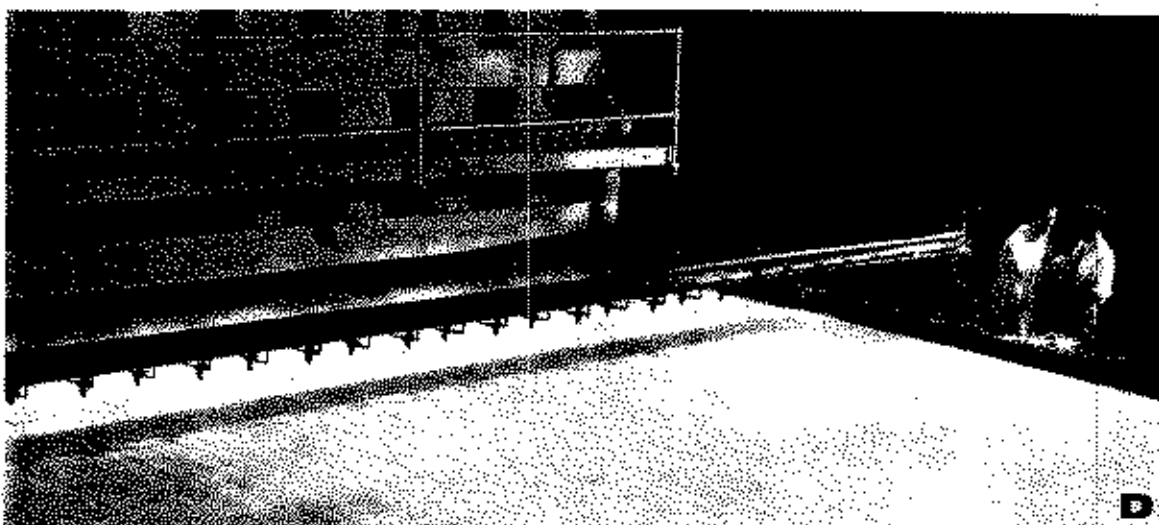
A

B



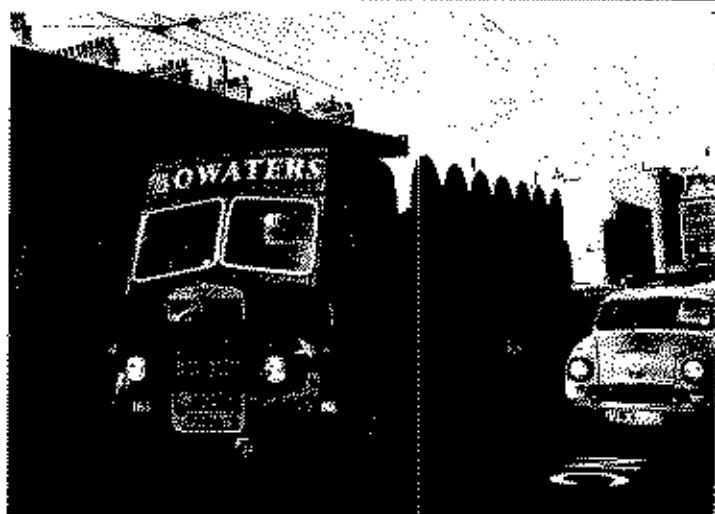
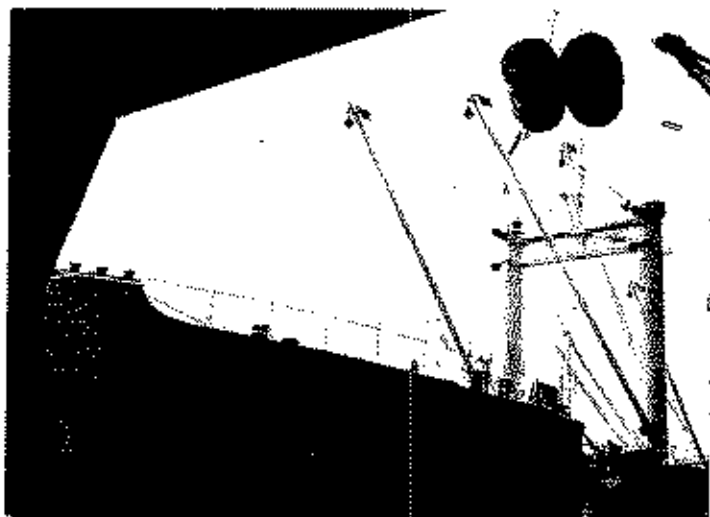
eighteen

SCNA 20418



NINETEEN

SCNA 20419



ANCILLARY SERVICES

Top left, Bowaters became shipowners in 1938 with the acquisition of two 6,000 ton newsprint freighters. In 1962 the Bowater fleet comprises 11 vessels of a total deadweight of 69,300 tons. Below left, the many well-kept heavy newsprint lorries of the Bowater road fleet are well-known on the roads of Britain. Top right, clever fingers count sheets of fine printing paper in a Bowater mill. Above, testing of products is continuous and constant and ensures quality control in all Bowater plants



Sports Report



PENNIES FOR SPASTICS

Keith TREZISE (Masterminder) and Jimmy DUXBURY (Woollen Mill Spinning) are two Scapa people who acted on a committee of three to organise a 'pile of pennies' in aid of spastic sufferers. The pile, which amounted to a little over £14 10s., was collected at the *Reddam Inn*, Blackburn.

On Tuesday evening, 23 January, the great pile of copper was ceremonially collapsed by Bryan DOUGLAS (Blackburn Rivers and England) who was assisted by John BRAY, the Rovers' right back. This is the third pile of pennies which has been donated to the Spastics Association after having been collected in this fashion by the customers of the *Reddam Inn*, many of whom are Scapa and Hindle employees. This evening was organised with great success and was completed with potato pie and sausages all round. (Picture above)



SCAPA ANGLING CLUB FORMED

Scapa staff and employees may now join the Scapa Angling Club — at the time of going to press a very newly-formed section among Scapa sports and social activities. Anyone in Scapa may become a member on application to any member of the committee.

Fees (which must be paid by 31 May, 1962) are: ladies, 5s. per year; juniors (aged 16 or less), 5s. per year; men, 10s. per year. This fee includes the cost of a

'Northern Anglers' licence which will permit the member to fish any waters which are covered by N.A. rules and regulations. Members are expected to obtain their own River Board licences individually.

The Scapa Angling Club intends to organise fishing matches with other social and angling clubs, and also to arrange matches and competitions amongst its own members. It is hoped to provide transport facilities for these matches.

The first officers of the Club are:

Chairman: Mr. A. PATTEN (Woollen Planning Office)

Hon. Secretary: Mr. F. LOXHAM (Woollen Loom Maintenance Engineer) (Above, in action)

Hon. Treasurer: Mr. J. GLEDSTONE (Assistant Production Manager, Woollen)

Committee members: Mr. W. GILL (Woollen Planning Office)

Mr. J. BURROWS (Woollen Weaving)



SPEEDY YOUTH

Tony BURCH is an apprentice fitter with Hindle Son & Co Ltd. He is a very keen cross-country runner and, at the age of 18, has very recently moved into the 'Junior' class. The photograph, left, shows Tony competing in the Northern Junior Cross-country Championship which was held at Bingley, Yorkshire, on 17 February this year. It was a 6-mile course. Tony had entered through his club (Clayton-le-Moors Harriers) and finished in 19th position out of a field of about 200 entries.

twelve-three

LETTERS TO THE EDITOR

To the Editor
'SCAPA NEWS'

Dear Sir,

It was with immense pleasure that I read the first number of 'Scapa News' and I heartily congratulate you, your staff, and all who have contributed to this well-produced journal. I sincerely hope it receives the support it so deservedly merits.

I was particularly interested in our Chairman's message and in the brief history of the Scapa Group - and 'how did it all begin?' I well remember my first connection with Messrs. Hindle in Haslingden, soon after the end of the first World War. Broadcasting on the air was just beginning and was all the rage. Transmitting stations were few and far between and receiving sets of any quality or reliability were costly and hard to obtain. Our Chairman, however, in addition to his many other interests, produced a most efficient cabinet set complete with loud speaker and umpire valves and knobs; it was through becoming the proud owner of one of these sets that I made my personal acquaintance with him.

The thrills, amusement and excitement we all enjoyed with that Hindle receiver were not surpassed even with the later advent of television. I often wonder what would have happened had that product been put into mass production.

However, Scapa Dryers Ltd. came into being in 1927 and I was privileged to join the Company. I did not hesitate to accept the opportunity, having the fullest confidence in our Chairman and his co-Directors. The results now testify that my faith has been more than justified.

I retain vivid memories of the installation of the looms in the Skating Rink at Witton, where the Company's first meetings were held and at which, on more than one occasion, I had the pleasant duty of moving all the resolutions on the agenda from the body of the meeting - being the only member present not a Director.

I was much impressed on seeing creel weaving for the first time. But, I used to approach the front of the looms with some trepidation after having seen signs of shuttles trying to get into Witton Park via Cartmill Street. However, those teething troubles - and many much larger problems - were, and are still

being, solved with the result that we now see Scapa Dryers Ltd. in the prominent position it holds today.

I can only endorse our Chairman's final words by adding my own sincere good wishes for continued success in the next 35 years.

Yours faithfully,

DAVID R. WORSLEY
Barton, Preston, Lancs.

(Mr. Worsley is one of the original shareholders in Scapa Dryers Ltd., and his holding dates from 1927. The only other of the original shareholders whose name is still on the Company's books is the Chairman, Mr. T. Hindle.)

To the Editor
'SCAPA NEWS'

Dear Sir,

Congratulations! ... to the Editor and to the scribes who contributed to the first number. It was indeed a good send-off, with some very interesting reading which provided a good account of the progress of Scapa since its inception 35 years ago. The 'History of Scapa' gave us a fair picture of the Group's expansion but ignored much of the personal effort made by our Chairman and his father in the building of Hindle Loom. I would like to add this part of the story as I saw it at the time.

My first experience of weaving felts for the paper trade took place at Haslingden, when two looms were introduced to make plain duck felts. These had to be seen to be believed - they were like something out of the Ark!

Anyone who has had experience of driving from fast and loose pulleys will realise the amount of effort required to push a 6-inch belt from one to the other. Additionally, the weaver had the difficult job of jumping on the brake lever to stop the loom. This lever was arranged round a huge drum and carried to the front of the loom for the weaver to operate. This operation, which had to stop the slay on back centre (as the fell of the cloth was some 2 inches nearer the reed in the centre than at the selvages) made it essential for the slay to beat up the loom caused by this fault. What a relief it was to see the last of these machines.

Hindle Son & Co. Ltd. came on the scene and started to build looms with an increased number of slay swords so that the fell became straight as we know it today. Also, the introduction of the clutch drive enabled the weaver to stop and start the loom at any point.

The amount of trouble that followed was enough to discourage anyone, but we still went ahead. Parts which would not stand up to the work had to be strengthened. Sometimes the same casing would break three times in one day. Mr. J. H. Hindle was a very moderate man; but, he learned to use language and I remember him saying once 'Sorry! It would make a person swear'.

These were indeed trying times and, during this period, work was carried on at all times to rectify troubles. Saturday, Sundays, holidays - all were used and much midnight oil was burned. I well remember once going to start work at 6.00 a.m., to be greeted by Mr. Hindle with the remark: 'Don't start up! I'm under the loom!'

Money was in short supply in those days - so much so that one day a weaver had to ask for cash from the office to buy black lead powder for use on the warp brakes. 'How much will this cost?' asked the Secretary; he handed over twopenny with instructions not to spend more than was needed!

On another occasion an account for a lorry for the transport of rollers came along. It was thought that we had been overcharged - for a man, horse and lorry for 3 hours! The bill was £18! One can well imagine the younger generation asking if those really were the Good Old Days!

Scapa Dryers Ltd. was formed and I transferred to Witton, Blackburn, where there was plenty of space and headroom in the 'Old Rink'. Here we really began to produce felts of first class quality. New cloths were developed and, once these became established and paper-makers realised that Scapa could supply felts to meet their requirements, business began to increase; soon extensions had to be made. This expansion has gone on and on over the years and, even as these lines are being written, the Press has announced the latest Scapa triumph with regard to the start of operations 'over the river'.

And so may success continue - to make more and more Scapa 'news'.

Yours faithfully,

RICHARD WARBURTON
Blackburn, Lancs.

FEDERAL NOTE

The Editor would like to thank a large number of readers whose letters testify to the fact that the first number of 'Scapa News' can be regarded as being a success. These letters came from readers in many walks of life and they all wish the journal 'good luck' for the future.

Some Notes on

MOTORING

In a January issue, a very popular motoring paper reports a German correspondent as stating that 'the thing one misses most... is the manners of the English driver. Here no one gives way to anyone, and the war of nerves starts the moment the wheels start to turn'.

Well, well, now! That amazes me! It will also undoubtedly astonish many English drivers who haven't too high an opinion of the general manners of many of their fellow road-users! Good manners, or 'courtesy', is really one of the basic requirements of good driving - and regrettably few people are aware of that fact. What do you, dear reader - as a normal private car user - think of the courtesy (and, therefore, the road safety) ideas of other private car drivers? What about *your own* Courtesy on the Road - and your own sense of 'Public Responsibility'? Are you strong enough to bear a few critical questions? In fact, we might call this TWENTY QUESTIONS.

Allow me to discuss just *one* relatively minor aspect of Courtesy on the Road. The number of subjects available for discussion under this main heading is legion - but this one will do for a start.

PARKING

Do you ever park on a main road without considering whether or not you are reducing the width of the carriageway or impeding the free flow of traffic?

Do you ever park just on the corner of a side road?

Do you draw up as close as possible to that parked vehicle in front - so that it takes him ten minutes of 'backing and filling' to get out?

Do you, when you see a parking space, simply 'go for it' - without giving any signal of any sort?

Do you, when you want to leave your parking space, simply 'go for it' into the traffic stream without giving signals - and just expecting the other chap to stop or slow down?

When you come to a 'tail to the kerb' parking area do you invariably go in at a different angle? This gives you plenty of room to open your doors, but takes up enough space for three cars.

Having selected a parking spot, and having come to a standstill at the kerb, do you then open your door to get out - without looking in the mirror or out of the windows to see if the road is clear? Other motorists and cyclists about to pass your stationary vehicle just love this procedure, especially considering the nice wide doors fitted to many modern motor cars.

Do you cross the road to park at night, so that your car is facing in the wrong direction? Having done so, do you leave your headlights on until the last possible moment before switching off?

Do you park your car exactly in the middle of that long space between two already parked vehicles - so that there just isn't enough room either in front or behind for another car?

Do you park your car about eighteen inches from the kerb, thus reducing the carriage way by exactly that amount?

Do you just 'try to fit' into that space left at the corner of the side road, so that your tail sticks out *into* the side road?

When you've finished your shopping with the family, do you all come back to the car, laden with parcels, and open all the doors on both sides, taking a quarter of an hour to load up and get everybody comfy, and causing the maximum amount of inconvenience both to passers-by and to other motorists?

Do you, when parked and sitting in the car waiting for Auntie Florrie to come out of the baker's, blow your horn to attract her attention, causing other motorists to have heart failure and to wonder what *they* have done wrong?

Do you, knowing it is against the law to park inside the studs of a pedestrian crossing, therefore stop so that your front wheels are a quarter of an inch in the clear? This very effectively obscures the old lady who is about to step on to the zebra.

Do you, trying to park in a space that just isn't long enough, leave either your tail or your bonnet sticking out at an angle and reducing the width of the carriageway once again?

Do you, seeing a sign marked 'Loading way - no parking', disregard it and park there just the same, knowing there is no force of law behind the sign - but only the certainty of a fearful congestion when that lorry inevitably arrives at that spot to load or unload?

Do you, seeing an obvious bus stop, park so close to it that the bus cannot get in to pick up passengers?

Do you, out for an afternoon, just stop on the road at that lovely spot for a picnic when there is a wide grass verge or a layby which you could just as easily (and much more safely) use?

Do you always neglect to read the 'Parking Rules' signs which are displayed in all urban areas?

Do you, when you visit another town or busy city, refuse to spend a couple of bob in the municipal car park? It's much cheaper and more convenient to park outside the busy office of some commercial organisation whose cars are coming and going constantly.

There! I have asked 'twenty questions' about a little considered and fairly obscure aspect of Road Safety. The list is by no means exhaustive and I am sure that most readers can very easily add to it. The point is - can you answer each one with a certain and unequivocal 'NO!'? Can you?

Some of the points I have raised involve questions of law - some of the stupidities inherent in the questions are, in fact, actual offences. Some are not! But *all* are actions which offend the unspoken, unwritten code of Road Courtesy, and each tends to reduce the safety factor. It's all worth a few thoughts!

COCITATOR

BIRDS OF PREY

... keep a sharp look-out for these birds, which are not yet extinct. Preyures from the VAUXH-ALL MIRROR collection



THE PASSING SWEE

... thoughtlessly hands for the top, this very fast



CROSSING CREEPER

... beats everyone at take-off, never comes to rest

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SCNA 20423

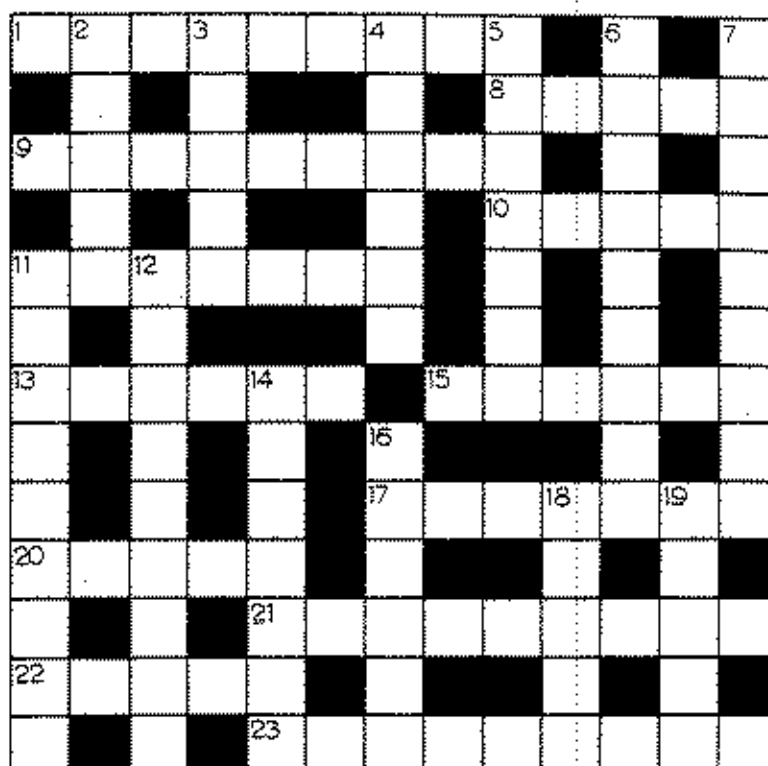
CLUES:

ACROSS

1. Toy horse vehicle going in circles? (9)
8. Experienced seamen know them (5)
9. Largely petty annoyance (9)
10. Craig makes his own! (5)
11. Spirit of French motorring! (7)
13. Pulls the wool over someone's eyes (6)
15. Well-integrated team? (6)
17. Let's have a break (7)
20. Ransack looking for a weapon (5)
21. Not supplied in the main (9)
22. A rope spinning trick on stage (5)
23. Weakness for girls? (9)

DOWN

2. Those rotters may be Cuban! (5)
3. Makes a girl red in the face (5)
4. Does that bird look common? (6)
5. Ring ACE for him (7)
6. This, Paget, is twisted for eating (9)
7. With legs wide apart (9)
11. Space for drinking? (9)
12. Knocked silly (9)
14. In mutual agreement . . . States (7)
16. Coaches on the right lines? (6)
18. Equipment that may bear fruit (5)
19. That's the way it goes! (5)



CROSSWORD PUZZLE No. 2

This puzzle is for your entertainment only - no prize!
The solution is on page 36

Test your Intelligence in

PRIZE COMPETITION No. 2

As in the case of the previous competition, we must tell you that it is not easy! There are ten questions, and each one must be answered. 'SCAPA NEWS' offers a prize of two guineas for the first correct solution! Please read the rules at the end of the questions

1. A water lily doubles its size each day. After 12 days its diameter is 12 inches. How long did it take to acquire a diameter of 3 inches?



2. In a room of the above dimensions, what is the shortest distance the spider would need to travel to reach the fly?

twenty-six

3. An aircraft flies round the Equator at a constant height of 100 feet. How much farther than the circumference of the Earth will the aircraft travel?

4. To complete a job a joiner bought two pieces of timber for which, being of differing species, he paid different prices. Later, he noticed that he had, for each piece, paid as many pence per foot as he had bought feet. Each piece was an exact number of feet in length. One piece cost 4s. 7d. more than the other. The difference in price was more than one penny per foot. How many feet of each did he buy?

5. In two tosses of a single coin, what is the probability that 'heads' will occur at least once?

6. A man comes to a river bank with his possessions which are: a hungry wolf, a hungry goat, a succulent cabbage. He wishes to cross the river in the only boat available, which will accommodate only himself and one of his possessions at once. How many times does he cross the river to ensure that the wolf does not eat the goat, nor the goat the cabbage, as they would do if left together without their owner?

7. Together, a pencil and an eraser cost 1s. 1d. The pencil costs one shilling more than the eraser. How much does the pencil cost?

8. A shopkeeper sold a quantity of articles at 4s. 1d. each, and others at 2s. 1d. each. For them his takings were £8. 6s. 8d. How many of each kind did he sell?

9. If a 7 lb. tin of paint had all its dimensions doubled, what would it then hold?

10. Mr. Jones closed his shop daily at 6 p.m.; at this time Mrs. Jones arrived in the car to drive him home. One day he closed the shop at 5 p.m. Mrs. Jones was unaware of the change in plan, so he decided to walk until he met her. Eventually they met and arrived home 20 minutes earlier than usual. How long was he walking?

RULES

Each of the ten questions set must be answered and we suggest you give your reasoning, rather than just a simple answer. Send your entry in a sealed envelope addressed to Mr. H. T. GREENWOOD (whose decision is FINAL) at Scapa Dryers Ltd., Blackburn: mark the envelope clearly 'Competition No. 2'. The prize of two guineas will be awarded to the sender of the first correct solution opened on Monday, 4 June, 1962, which is the final date for entries. The winner will be notified personally and the solution will be published in the next issue of 'SCAPA NEWS'.

RESULT of COMPETITION

No. 1

This competition proved to be unexpectedly difficult and no completely correct entry was received. There were, however, two entries with 9 correct answers; the first of these opened by Mr. Greenwood was submitted by Mr. R. J. R. GALLAWAY, of Hale, Cheshire, who receives the first prize of two guineas. The second '9 correct' entry was submitted by Mr. Alastair W. NEILL, of Lostock, Bolton; in his case the rules were stretched to the extent that a special prize of one guinea has been awarded. Mr. Neill's entry was a model

of neatness and lucidity, and he happens to be 15 years of age.

The total entry was very small, and one competitor hails from Scapa in Waycross. The correct answers are given below.

Answers to Prize Competition No. 1

1. The bear is WHITE; the event could only take place at the North Pole.
2. 28 hours.
3. 11 seconds.
4. 31 eggs.
5. The pilot's decision was correct.
6. A-£9; B-£3.
7. $1\frac{1}{2}$ m.p.h.
8. The water level in the lock fell.
9. 70 miles.
10. There will be exactly the same amount of gin in the orange glass as there will be orange in the gin glass.

take your CAMERA

Are you going to Blackpool for the Works Trip on Friday, June 8?

Take your camera!

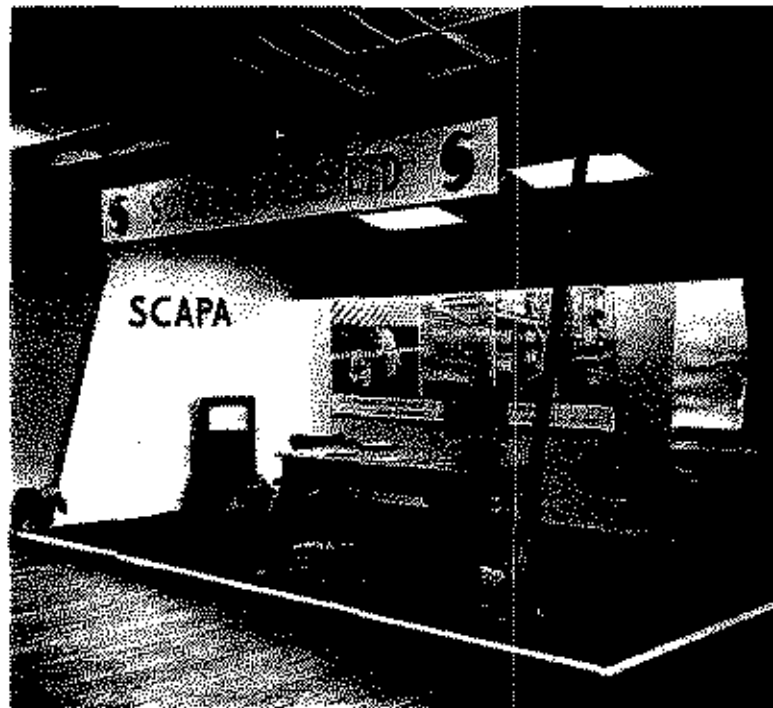
'SCAPA NEWS' offers a prize of TWO GUINEAS for the BEST SNAPSHOT taken by any member of Scapa at the 1962 Works Trip. Black and white only - please - not colour!

Write your full name and department on the back of your entry. Send it, in a sealed envelope marked 'Works Trip Snapshot Competition', to the Editor not later than Friday, June 29. No entries will be opened before that date. The Editor's decision is final.

All entries will be returned to competitors. The winning snapshot will be published in the next issue of 'Scapa News'.



Two guineas prize -
MUST BE WON!



EXHIBITION

The success of Blackburn's first Careers Exhibition, held in 1961, led the Education Department to arrange a similar event on a much grander scale in 1962. Held in King George's Hall from 6-8th March, it was planned as a part of the Youth Employment Service to present to school-leavers some idea of the wide variety of careers in industry, commerce, local government and the professions open to them in Blackburn and neighbourhood. The success of the Exhibition is indicated by the fact that an estimated ten thousand visitors went round during the three days it was open.

Scapa's stand (pictured left) was designed by Mr. John B. TURNER, Assistant Plant Engineer, and constructed by members of our Maintenance Staff. They transformed a vague idea into a solid and attractive exhibit which reflected great credit on them and fully upheld Scapa's prestige.

twenty-seven

News about PEOPLE

BIRTHS

Congratulations to these parents on the occasion of new arrivals:

ENGLISH A son (Michael Thomas) was born to Mrs. B. ENGLISH on 26 December, 1961. Mr. English is employed in the Woollen Packing Department.

BOOTH A son (Graham William) was born to Mrs. R. BOOTH on 16 February, 1962. Mr. Booth is employed in Scapa's Plant Maintenance Section. This latest addition means that Mr. and Mrs. Booth now have a family of four (three boys and one girl).

THOMPSON Twin girls (Helen and Jean) were born to Mrs. A. THOMPSON on 26 February, 1962. Mr. Thompson is employed on Plant Maintenance, and his workmates presented him with a cup they had made; on it was inscribed 'The Champion Daddy of 1962'. They also say that nobody can beat Maintenance at anything, but - time will tell!



Mrs. LORD and Susan

LORD A daughter (Susan Elizabeth) was born to Mrs. R. T. G. LORD on 7 February, 1962. Mr. Lord is Production Superintendent of the Woollen Felt Division.

Twenty-eight

HOLT A son (Steven James) was born to Mrs. E. HOLT on 28 February, 1962. Mr. Holt is employed as a boilerman in the Scapa Main Boilerhouse.

SHUTTLEWORTH A son (Christopher Anthony) was born to Mrs. P. SHUTTLEWORTH on 14 February, 1962. Mr. Shuttleworth is employed as a creeler in the Cotton Mill.

RIEGER A daughter (Elsie) was born to Mrs. P. RIEGER on 1 December, 1961. Mr. Rieger is employed as a weaver in the Cotton Mill.

BIRKETT A son (John) was born to Mrs. J. BIRKETT on 9 March, 1962. Mr. Birkett is employed in the Cotton Finishing Department and Mrs. Birkett (maiden name Edna Salkeld) was for 10 years employed in the Scapa Felt Room.

DEREN A daughter (Claire Elizabeth) was born to Mrs. J. DEREN on 4 February, 1962. Mr. Deren is employed in the Woollen Carding Dept. The new baby means that the Deren family now consists of four daughters.

PREECE A son (Philip) was born to Mrs. A. PREECE on 14 March, 1962; he is the third son. Mr. Preece is employed on Plant Maintenance at Scapa.

WELCOME BACK

A National Serviceman who has just completed his stint with the Colours is Brian TURNER, who returned to his job at Hindle Son & Co. Ltd., on 6 March, 1962. Brian served for two years with the Royal Artillery. Before going into the Services he had completed his apprenticeship with Hindle's.

Another Scapa soldier returned from National Service is William LAMBERT, a drawer-in from Woollen Weaving. He came back to his job on 19 March, 1962, after two years with the Lancashire Regiment.

A.T.I. SUCCESS

We extend our congratulations to Mr. David P. WHITNEY, B.Sc., of Scapa's Research Department, on his election to the Associateship of the Textile Institute.

WEDDINGS

BOND - DUNCAN On 9 December, 1961, at St. Luke's Church, Blackburn, Miss Hannah BOND was married to Mr. Harry DUNCAN (who is employed as a loom mechanic in the Scapa Dryer Felt Division).



Mr. and Mrs. H. DUNCAN



Mr. and Mrs. R. MORGAN

HUGHES - MORGAN On 23 December, 1961, at Christ Church, Blackburn, Miss Carol HUGHES was married to Mr. Robert MORGAN. The bride started with Hindle, Son & Co. Ltd., as a shorthand typist in October, 1959.



Mr. and Mrs. D. R. HAWARTH

HEATON - HAWORTH On 24 March, 1962, at St. Thomas' Church, Blackburn, Miss Brenda HEATON was married to Mr. David Raymond HAWORTH. The bridegroom is a draughtsman with Hindle, Son & Co. Ltd.



Mr. and Mrs. P. WILSON

BLAKE - WILSON On 24 March, 1962, at St. Paul's Church, Preston, Miss Joan BLAKE was married to Mr. Peter Gordon WILSON. Mr. Wilson is employed in the Shipping Office of Scapa Dryers Ltd.

LEE - DAVIES On 3 March, 1962, at All Saints' Church, Higher Walton, Miss Judith Ann LEE was married to Mr. Tom DAVIES. The bride is employed as a typist in the Sales Office of Scapa Dryers Ltd. She also earns our congratulations on having attained her majority on 24 March, 1962.



BACHELOR GIRLS' PARTY

On the evening of Tuesday, 30 January, a party was held at the *Royal Oak Hotel*, Chorley, to mark the (then) forthcoming weddings of two of the young ladies who work in the Scapa Yarn Testing Laboratory. The two joint hostesses were Miss Anne OSBALDESTON and Miss Vera CASWELL, and they entertained a round dozen of their girl friends from the staffs of Scapa Dryers and Hindle's. The hotel put on an excellent meal and the party travelled

from Blackburn by coach.

Both weddings have since taken place and photographs are below. Miss Osbaldeston was married, on 3 February, 1962, at St. Peter's Roman Catholic Church, Mill Hill, Blackburn, to Mr. Robert SMITH, who comes from Preston. Miss Caswell was married on 17 March, 1962, at Anvil Street New Church, Blackburn, to Mr. David LIVESEY, of Blackburn.



Mr. and Mrs. R. SMITH



Mr. and Mrs. D. LIVESEY

COMING OF AGE

We offer our congratulations to the following Scapa folk who have reached their majority recently:

Mr. John RIGBY, who is a driver on the Scapa Garage Staff, celebrated his 21st birthday on 25 March, 1962.

Miss Winifred Mary CASE, who is a shorthand typist with Hindle, Son & Co. Ltd., was 21 years old on 3 February, 1962.

Mr. Jack LACEY, Secretary of the Scapa Sports and Social Club, celebrated his 21st birthday on 21 February, 1962.

Miss Margaret NOONAN, of the Scapa Dryers Ltd. Shipping Office became 21 years old on 4 March, 1962.



Mr. and Mrs. T. DAVIES

twentynine



Mr. and Mrs. ALSTON

SAMUELS - ALSTON On 3 March, 1962, at the Roman Catholic Church of St. Thomas and St. Elizabeth, Thurnham, near Lancaster, Miss Muriel SAMUELS was married to Mr. George ALSTON. On 1 March, 1962, a presentation was made to Mr. Alston, in the Woollen Finishing Department (Stretching) to mark his forthcoming marriage. His workmates gave him a canteen of cutlery and a set of pillowcases. In the picture below Mr. Sam REID (Supervisor of the Department) is making the presentation.



OBITUARY

It is with great regret that we record the recent deaths of the following retired and serving members of the staff of Scapa Dryers Ltd. and Hindle, Son & Co. Ltd.

Mr. Petro PLETENCZUK died on 28 December, 1961, at the age of 49 years. He was Ukrainian by birth, and had been employed as a creeler in the Cotton Mill for just over 12 months.

Mr. Walter KAY, of Hindle, Son & Co. Ltd., died, aged 59 years, on 12 January, 1962. He began with Hindle's as a planer in the Machine Shop in October, 1955 and, in 1957, transferred to the Planning Dept. staff. He was well known throughout Scapa as a very keen amateur photographer.

Mr. John RILEY died on 23 February, 1962, at the age of 63 years. He had been employed for the last year as a cleaner in the Woollen Weaving Department.



PENSIONERS

The two familiar faces photographed above belong to two brothers whose record of service to Scapa is particularly notable. John HARTLEY, on the left, is 79 years of age (born in 1883), and he began work as a doubler in the Cotton Mill in January, 1932. After a severe illness he was put on light duties, on medical orders, in 1942, when he started again as a watchman. In November, 1948, he retired and went on pension,

but he still continues to work in Scapa, at the time of writing, as a part-time watchman.

His young brother Herbert, smiling on the right, is merely 73 years old (born in 1889), but has an even longer record of service with Scapa; he began as a doubler in the Cotton Mill in September, 1927. He also had a serious illness after which, in 1949, he came back to work as a plant maintenance labourer. He reached pensionable age in June, 1954, but did not retire; indeed, in August, 1954, he was appointed Superintendent Doubler, a post he held for a year. During the last few years Herbert Hartley has worked a reduced number of hours weekly on woollen doubling and winding machines.



Mr. and Mrs. HARRISON

COULTON - HARRISON On 3 March, 1962, at St. Andrew's Church, Livesey, Miss Jean COULTON was married to Mr. Frederick Trevor HARRISON. The bridegroom is a weaver in the Cotton Mill in D2 Bay.

VISITORS TO SCAPA



Early in the year a party of young ladies from the rearing laboratory of Newrayd Mills, Oldham, visited Scapa and were shown round by our own laboratory staff



Mr. Ole SJÖBLOM

In January we were honoured by the arrival in Blackburn of three visitors from overseas. Mr. Roger BESSE, from Scapa's agents in Paris, Messrs. Société Auxiliaire de Papeterie, stayed with us for about two weeks before returning home.

Mr. Ole SJÖBLOM comes from Oy Finnish Scapa Dryers AB., which is our own sales office in Helsinki, Finland. Mr. Sigvard LINDEN is a member of the staff of Messrs. Joh. Sjö AB., who are Scapa's agents in Norrköping, Sweden. Both have made an extended stay in Blackburn to study the manufacture of Scapa felts in some detail, and have been seen wearing overalls in the Works and engaging in some of the most astonishing tasks. Mr. Sjöblom and Mr. Linden were among the overseas guests of the Blackburn Professional and Business Women's Club at their annual International Night. This was a most unusual honour as men had never before been invited to this function, a feature of



Mr. Sigvard LINDEN



Mr. Roger BESSE

which is that each guest lights a candle in honour of his or her own country.



ELIZABETH, VIP

I think it is high time that proper notice should be taken of one of the most important members of the Scapa community - namely, Elizabeth, the Scapa Works cat.

She really has a reputation. About 8 years ago she came into the Works as a stray kitten - wet, cold, and looking the picture of misery. The able hands of Mrs. Ada WALMSLEY (then in charge of the Cotton Mill Tea Bar) took the kitten, dried it, warmed it, gave it milk; Elizabeth had come to stay. But, nobody knows where she came from!

Elizabeth is a very clean cat, both in herself and in her habits. She earns her keep by reducing mice to a minimum, and has provided many Scapa workers with kittens for their homes. As the years have gone by her age (and many litters of kittens) have caused Elizabeth to suffer from little catty ailments, but these have all been treated by the loving hands of 'Ada' who says: 'When I retired from Scapa I did not like to think I had to leave Elizabeth. A month later Mr. Ray sent for me asking if I would look after the cat still. She was not well and was taken to the "vet," by Mr. Moore for an operation; she was ill for a time after this, and was kept in a cardboard box in the Cotton Mill Time Office, where I took all her food and milk to her.

'It is over two years since her operation and, although she is not now as sprightly as she was, she is a credit to Scapa as a mill cat. She has very good manners and, I am very glad to say, is treated very well by all who work in the mill.'

G.M.

thirty-one

COME WITH ME on a LAKELAND TOUR

... five days in

May or June

First we head for Settle and the 'long way round' to Keswick. As we leave Settle we turn right for Horton-in-Ribblesdale, and thence through fine limestone-walled country to Ribbleshead. Here we take the road to Hawes; as we go along this good open moorland road we must take care for the lambs. After morning coffee in Hawes we turn our bonnet towards Kirkby Stephen (and lovely country) to the county town of Westmorland - Appleby - and lunch.

There is a fine old church to visit in Appleby before we continue on A66 towards Penrith. Left at Carleton for Patterdale on a road that runs all the way along the shores of Ullswater; this is a lovely lake with two big peaks - Helvellyn and Great Dodd - in the background and with High Street away to our left. Patterdale is a place well-known to climbers; we, however, are touring and we leave the village on the road for Windermere. Passing tiny Brothers Water we come to Kirsstone Pass which has, I think, the highest inn in the country at the top. Descending we join A591 and turn right for Ambleside; through the village we pass Rydal Water, glorious with daffodils in early spring and, as you know, much loved by Wordsworth. Now, amongst the mountains, we can see the twin peaks of the Langdales to our left. Grasmere and Thirlmere come into view and we climb again. As we drop down into Keswick there is a wonderful view of the Skiddaw group with the Saddleback.

One has a wide choice of hotels in and around Keswick; after dinner we will take out the car again and drive through Borrowdale. Exactly two miles out of



Keswick there is a track to the left with a sign for Watendlath; it is a gated road and soon we reach Ashness Bridge. From the cliff edge here there is a wonderful view of the whole length of Derwentwater and a glimpse of Bassenthwaite beyond Keswick. Soon we retrace our route and turn left at the bottom to the head of the valley and the once notorious Honister Pass - a wild rugged place with some steep gradients on a narrow road with 'S' bends. Along the valley we reach Buttermere and the Fisherman's Hotel. From here our way back is via Newlands Pass. Unlike Honister this pass is pleasant and green with the road clinging to the steep slope. Over the summit we go - a gentle run down to Keswick, supper and bed.

On Sunday morning we must be away by ten! Leaving Keswick by the Cocker-mouth road we soon turn to the left,

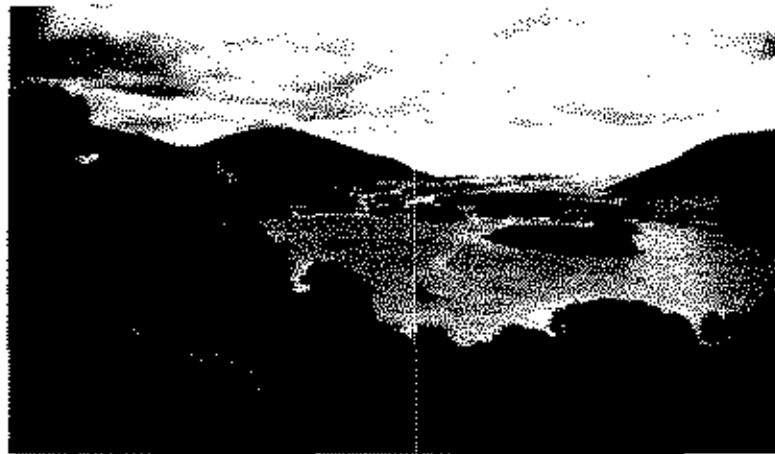
following a sign for Whinlatter Pass. This pass is the easiest of them all; we make for High Lorton and follow the signs to Loweswater.

We drive along the shores of the lake and leave it to head for Lamplugh and Ennerdale. Now we can travel over a fine open moorland road, taking care for sheep and one of two concealed dips. On the run down we get a fine sight of the coast and the atomic power stations at Calder Hall and Windscale.

We bear left in the village of Calder Bridge for Gosforth; we go through this village and, seven miles later, enter Wasdale and catch our first glimpse of Wastwater. This lake is, to me, the gem of them all, with its quiet valley and the steep screes dropping sheer into the water - all dominated by Scafell, The Pike, Great Gable, Kirk Fell and the Steeple - it is a really beautiful place. Just over the hump-back bridge further down the road we will wait a while in the beauty, until it is time for lunch at the Wasdale Hotel. After lunch we visit the tiny church before retracing our way to the valley entrance (Wasdale is landlocked, except for climbers).

For the adventurer with car in good condition it is left turn to Santon and Eskdale Green for Hard Knott Pass. This pass is tough, with a lot of 'S' bends, several near hairpins, a very narrow road and a 3-in-1 gradient. Anyone not liking the idea should return to Gosforth and take the main road to Millom, Broughton, A6 at Milnthorpe, and the Motorway.

Top of page, Grange Bridge, Borrowdale. Left, Derwentwater, looking towards Keswick



thirty-two

SCNA 20430

LAKELAND TOUR continued

As we 'bottom gear' our way up Hard Knott we find the last bit an almost vertical approach so we give a root - this is not a good spot to lock bumpers. Down we go to the Duddon Valley and climb out again over the Wrynose Pass to Little Langdale. Here we follow the sign to Conistone for a peep at the lake and to stretch our legs.

Next to Hawkshead; then past that lovely little lake - Esthwaite Water - to arrive at the Ferry on Lake Windermere, largest of them all. Leaving Bowness by the hill road to Windermere we turn right to Staveley and tea.

My way home is usually by Ingletton and Settle but, if it is preferred, one may take the right fork in Kendal to Milnthorpe and the Motorway.

I hope you will enjoy this itinerary which will show you all the major lakes and passes - set in the loveliest country that you can find anywhere.

W.W.



PANTOMIME Left to right in our picture are Lister FIELDING of Scapa's Sales Office; Alison BLACKBURN, a Testing Laboratory assistant; and Audrey LEO, a typist in the DFD Planning Office. Serenading them is David THOMPSON, an apprentice at Hindle, Son & Co. Ltd. All four appeared in the St. Francis' Church Youth Club pantomime 'Aladdin' in February.



In the first issue of 'Scapa News' the Mill Bottom started off a fashion in Scapa badges. Here is a design by Mr. F. HANSON of the Maintenance Staff; he works in No. 2 Bay, DFD. We hope to show other designs for badges in future issues.



"How long did you say you've bin workin' on the 75-foot loan?"
Drawn by Bob KAY

NOTE on NOTES

OYEZ! OYEZ!! OYEZ!!!

Beware . . . all ye who do hide your old £1 notes in secret places. Ye who do hoard pound notes under ye mattress—

or in ye biscuit tinne—or in divers unsafe places!

All old £1 notes must be exchanged for new ones (the current issue) before 28 May, 1962. After that date old £1 notes cease to be legal tender.

Take warning!

thirty-three

Snippets

SCAPA EXPORTS

In the brief history of the SCAPA GROUP, published in the first issue of 'Scapa News' we gave, on page 6, the names of countries to which Scapa felts are exported. It may have appeared from this paragraph that the list given was exhaustive; this is not so. Among other countries to which our products are sent are, for instance, Argentina, Chile, Eire, Mexico and Uruguay, in each of which we have important customers. As the development of the paper industry spreads throughout the world, so the names of other lands may well be added to the list.

* * *

CORRESPONDENCE

1. Extract from a letter to JRH from a business contact, dated 6 February, 1962.

'I am much obliged to you for including my name in the mailing list for the 'Scapa News', and must certainly compliment your firm on this enterprising production. I wish it every success.

'Not seeing Dr. Race's name mentioned, I assume he is the Editor and compliment him on his work.'

2. Memo JRH to ER (with copy of above) dated 7 February, 1962.

*There once was a Doctor named Race,
Who usurped an Editor's place.
Whereupon Ted K....
Did sign the pledge
And was listed as "junk without trace"*

3. Memo ER to JRH, dated 7 February, 1962.

*The Production Chief's memos are terse,
His production is doggerel verse.
The scanning of his is
No better than this is.
In fact, come to think of it, I should
be inclined to say that it is undoubtedly worse*

(The process of becoming famous seems to be very difficult! . . . Editor).

* * *

KITCHER'S MILL

Deliberate mistakes in some magazines are one of the gimmicks of the trade, but we have to admit to a genuine error in No. 1 of 'Scapa News'.

We stated that 'KITCHER'S MILL'

thirty-four

had long since gone out of business, in fact it is still hale and hearty, but now known by its proper title of *Columbia Mill*.

When Blackburn boasted the proud title of the world's largest weaving town, many mills were better known by nicknames. Our own *Griffin Mill* (of which we occupy only a small part) was known as the 'Parson's Hat' - a glance at the chimney readily explains this. Next to *Newman's Slipper Works* is *Wilton Mill* - known once as the 'Physic' - its first owner was a doctor.

The Great Depression was probably largely responsible for the dropping of old nicknames; it is not difficult to imagine the bewilderment of the people 'down at the dole' on being told 'I last worked at "Owd Mick's"', or 'Butter Tub', or 'Fish's', etc.

* * *

It has already been brought to your notice that the Sports and Social Club would like to form a Dramatic Society and a Concert Party - if there is enough real interest in either!

Experience not essential!

SINGERS, DANCERS - or anyone interested in forming
A DRAMATIC SOCIETY
and
A CONCERT PARTY

Interested individuals should contact
Ron WARD, Jack LACEY, or
Brian CHESHIRE
Do not delay!

A few people have already signified their interest, but it is felt that there must be a very great deal of talent among the many employees of Scapa.

INDUSTRIAL DEFINITIONS

by Joe's Mate

OPERATOR - A person suffering from the delusion that he controls his machine. Chiefly employed in exhibiting grossly inflated wage packets to non-engineering friends.

INSPECTOR - A survivor of the Spanish Inquisition. His chief function is to weaken operators' nerves, thus rendering them easy prey to the machine. This is accomplished by informing them that certain dimensions are oversize; then, when adjusted, the dimensions are undersize by the same amount.

RATEFIXER - An illiterate being whose mental processes cannot assimilate the fact that there are only 60 seconds to the minute.

STOREKEEPER - Another name for a somnambulist.

SWARF - The staple product of engineering.

LABOURER - A person with no ambition (except to win Pools) who does nothing all day, but stays overtime to finish it. Always missing when wanted. Very obliging about a week before Christmas.

BONUS - Latin word for a carrot dangled in front of a donkey.

FOREMAN - No definition.

TECHNICAL OFFICES - Dormitories provided for those individuals who have overworked themselves failing their examinations at the Tech.

PLANNING - Where chaos is organised.

DRAUGHTSMAN - A medium.

DRAWING - Pictorial representation of a dream seen by a medium in a trance.

TRACER - Takes the can back for the draughtsman.

Best wishes to 'SCAPA' for
a long and successful run.



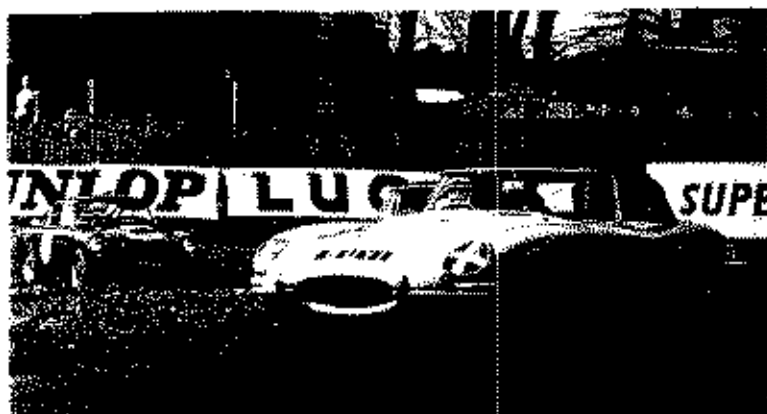
SCAPA

The World's largest exporter of Felts
for Paper-making Machines

SCAPA DRYERS LTD.

BLACKBURN.

On March 8 a new show opened at the Adelphi Theatre, London, after short seasons in Liverpool and Dublin. Called 'SCAPA' it is a musical version (with all-male cast) of the long-run comedy 'Seagulls over Sorrento'. Left, is the small advertisement inserted in the programme by Scapa of Blackburn



SOMETHING FOR SUMMER
Have you considered watching motor car racing as a summer sport? You'll find it hard to beat for skill, thrills and interest, and it will please the whole family.

The two circuits nearest to Blackburn are Aintree and Oulton Park, both of which provide all amenities for a good day out. You will find bars with all types of drinks for Dad to slake his thirst; pop and ice-cream for the young ones; and tea for Mum. I think it is best to take a picnic meal although, at big meetings, there are marquees where one can get a full meal.

There are three types of meetings on both circuits, Club, National or International. To describe these: a 'Club' meeting is an occasion when members of a Motor Club (or Clubs) can pit their skill and cars against each other in short races - all amateur, of course. A 'National' meeting brings together most of the top-grade British drivers (with Works cars) and the best of the amateur private owners competing over longer distances. An 'International' meeting is really something - here we have the stars of the motor racing world with the fastest and most powerful racing and sports cars.

Admission prices range from half-a-crown for Club events to 7s. 6d. for an International meeting. These are, of course, the cheapest admission charges. Stand seats are expensive and are not

really much fun for, with the bare admission charge, you can circulate round the course and watch the racing from various points. Aintree is the more easily accessible from Blackburn as it is possible to go by train in one hour. A car or coach is needed for a visit to Oulton Park.

There are plenty of car parks both outside and inside these two circuits. It is possible to book (in advance and at reduced rates) a combined parking and admission ticket for car and passengers for most big meetings.

For an introduction to this grand sport, try a Club Meeting at Aintree. Racing usually starts about 2.00 p.m. and finishes around 5.45 p.m.; but, go early - about 10.00 a.m. - and watch the practising which goes on all morning. This is good fun indeed! There are no great crowds at Club meetings as most of the people there are taking part.

All sorts of races make up the programme - saloon cars, sports cars, various types of racing cars. Speaking of programmes, it is well worth while buying an OFFICIAL programme as, in addition to giving full details of the cars and drivers taking part, it usually has a map of the circuit, showing the location of bars, refreshments, toilets, etc. Armed with this you will be in full command of the situation and know where everything is - including yourself!

Try it this Summer.

SEB LANG



PETS OF ALL SORTS

The English are supposed to be pre-eminent in the world as a nation of pet lovers. One would have thought, therefore, that 'Scapa News' would have been bombarded with pictures and stories of the various pets of all sorts owned by Scapa folk. But it hasn't happened that way at all!

We hope to publish, in this corner and in each issue, one picture of a Scapa pet. Why not send in a picture of *your* pet?

Here, to start the ball rolling, is the Editor's dog! She is a thoroughbred golden retriever bitch - kennel name 'Golden Whirl', pet name 'Jackie' (duly christened Jacqueline, 1960, by the Editor's younger son - on the nose with a wet beer bottle stopper, and she loved the taste of it!). She was born on 14 March, 1961, one of a litter of ten, and has several champions in her nearer ancestry. She has all the growling and talking characteristics of the breed, the most gentle mouth and gentle nature possible and, again a trait of the breed, a very high standard of intelligence and understanding.

'Jackie' likes: drinking tea, pushing human beings off any chair she wants to sit on, the taste of gin, tearing paper into millions of tiny little shreds, chewing muddy sticks (preferably on the carpet), stealing cheese biscuits, protecting the home and being a 'savage dog' (!), drinking bath water, eating bananas. She hates: travelling in the car (she is always sick), the grocer's boy, being bathed, eating red-headed matches, going to bed in her box.

thirty-five

Supervisors' Club

At the Annual General Meeting of the Scapa Supervisors' Club held on 18 January, 1962, Mr. A. CHARNLEY, of the Yarn Preparation Department, Woollen Felt Division, was elected Chairman for the ensuing year.

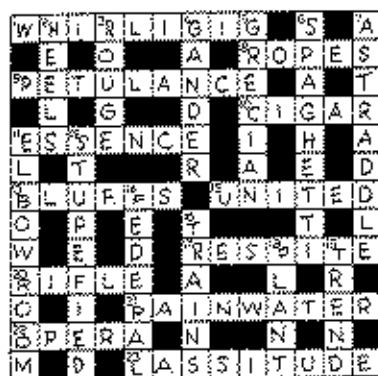
A new Committee was elected, and the following members will serve:

Mrs. D. BURY, of the Felt Room

Mr. O. WARBURTON, Dryer Felt Division (Weaving)

Mr. H. BARNES, Woollen Felt Division (Carding)

The Secretary was re-elected for a further period of one year.



Here is the solution to Crossword Puzzle No. 2 on page 28. We hope you enjoyed doing it

PICTURES

The Editor's hair is becoming sparser and greyer as the years roll on. The master of illustrations to articles in 'Scapa News' is assisting his physical decay. He tries very hard to print some of the photographs and drawings that are submitted, but it is not always possible. To avoid any disappointment here is an explanation:

DRAWINGS should be in black ink on white paper, and as 'unfussy' as possible. Pencil drawings and colour sketches cannot be reproduced.

PHOTOGRAPHS should be black and white only - colour prints are definitely OUT! They should be of a reasonable size (the bigger the detail the better), preferably glossy, good 'contrast' prints, unmounted if possible. Of course, press photographs are ideal, but we can't always provide those. The most difficult photographs to reproduce are: 'Polaroid' prints; faded yellow pictures; tiny little pale grey smudgy snapshots; colour transparencies and prints.

If you are in any doubt about the pictures or drawings you want the Editor to print in 'Scapa News' - come and see him! Ask his advice! Let's have no disappointment if your picture can't be printed!

When the devil wants to win recruits he never wastes his time among busy people

Always do right: this will gratify some people and astonish the rest

One man was so horrified by what he had read of the effects of smoking that he gave up reading!

Home is just what you make it—unless you get a decorator

thirty-six

HESI'S HEARD?

Hesi's heard a place near Card Room
but not a mill that is new?
Its wheels are four pretty young lassies
Who are dressed in the overalls blue.
There ain't much they don't know
about doubling -

(Or for that matter how to do twice)
I'm really quite sure that at week ends
They'd do well on our fixed odds lists.
We've Lily an' Lena an' Agnes
An' Evelyn and Barbara too.
Not forgettin' our Hazel and Doris
Wi' Peggy and Eileen in blue,
But where's a wheel, is our Annie?
Poor lass, don't let's forget her!
For who's lost up on near Packing
Let's hope they don't pack her
Off to China or some distant country
In a felt aw hidden fro' view!
I'm sure Ernie would be reight even
Wi' nobody to mek him his stew!
But let's not forget our two Jimmies
Who toil so hard to mek sure that
I've got a' a' keep a' coming
To mek our lassies reight glad.
Then wud about Frank wi' the Fork Lift
Who eary are and I mill every day
An' lifts our them flippin' big boxes
That earn our lassies their pay?
Then, or coarse, I migh't miss Main Man
In charge o' these lassies are I day.
I refer, of coarse, to Tony
Who we think is Yarn Mill's mainstay.
For, wi' out him to fockle aw I gadgets
That's used in this place every day,
Some o' us would be verra bad tempered
When we geet whoam at neet for our say.

ACKNOWLEDGEMENTS for photographs and drawings in this issue of 'Scapa News' are made to: Front cover; inside front cover; page 2, top, page 3, Ace Photographic Ltd. Page 2, lower, 'The Busy Times', Page 4, John Maltby. Page 5, Ace Photographic Ltd. Pages 6 and 7, cartoons. D. R. Perry. Page 7, photographs. J. O'Flaherty. Page 8, Industrial Art Services. Page 9, Rudeni. Page 10, T. M. W. Tyler. Page 11, Flanders Studio. Pages 15-22 inclusive, courtesy The Bowater Paper Corporation Ltd. Page 23, Alastair Patten. Page 25, 'The Vauxhall Mirror'. Page 27, Rudeni. Page 28, left, R. T. G. Lord. Duncan, Leslie's: Hughes. Gabriel. Page 29, Harvorth, Leslie's: Wilson. Dack; parry. R. Ward; Livesey. J. Trought; Smith, Eric Marshall; Davies. Clark. Page 30, Alston, Moorland Photographic Service; presentation. J. O'Flaherty; Harrison. J. Remington; pensioners. J. O'Flaherty. Page 31, top left, top right, J. O'Flaherty; remainder, Rudeni. Page 32, W. Walmsley. Page 33, J. O'Flaherty; badge, F. Hanson; cartoon, Bob Kay. Page 35, top left, 'Acospart'. Inside back cover, J. O'Flaherty.

HOW TO SUM UP

A SUMMER

- * If he's late for work in the morning, he's taking advantage of his position. If he gets in on time, he's an eager beaver.
- * If the office is running smoothly, he's a dictator. If it's not, he's a poor administrator.
- * If he holds regular staff meetings, he's in desperate need of ideas. If he doesn't, he doesn't appreciate the value of teamwork.
- * If he spends a lot of time with the boss, he's a back-slapper. If he doesn't, he's on his way out.
- * If he goes to conventions, he's on the gravy train. If he doesn't, he's not important.
- * If he tries to get more personnel, he's an empire builder. If he doesn't, he's a slave driver.
- * If he's friendly with office personnel, he's a politician. If he keeps to himself, he's a mob.
- * If he tries to cut red tape, he has no regard for systems. If he insists on going through channels, he's a hardnut at heart.
- * If he enjoys reading this, he has a good sense of humour. If he doesn't think it's funny, he is entitled to his opinion.

THE SECRETARY'S

EXAMEN

- If SHE writes the letter . . . it's too long
- If she just sends a postcard . . . it's too short
- If she does neither . . . she's slipping
- If she attends a meeting . . . she's hurrin' in
- If she stays away . . . she's a shirker
- If she asks for help . . . she's incompetent
- If she doesn't . . . she's pigheaded
- If she writes complete minutes . . . she's wasting time
- If she condenses them . . . they are incomplete
- If she takes the initiative . . . she is trying to run things
- If she doesn't . . . she's not showing interest
- If she . . . but why go on?

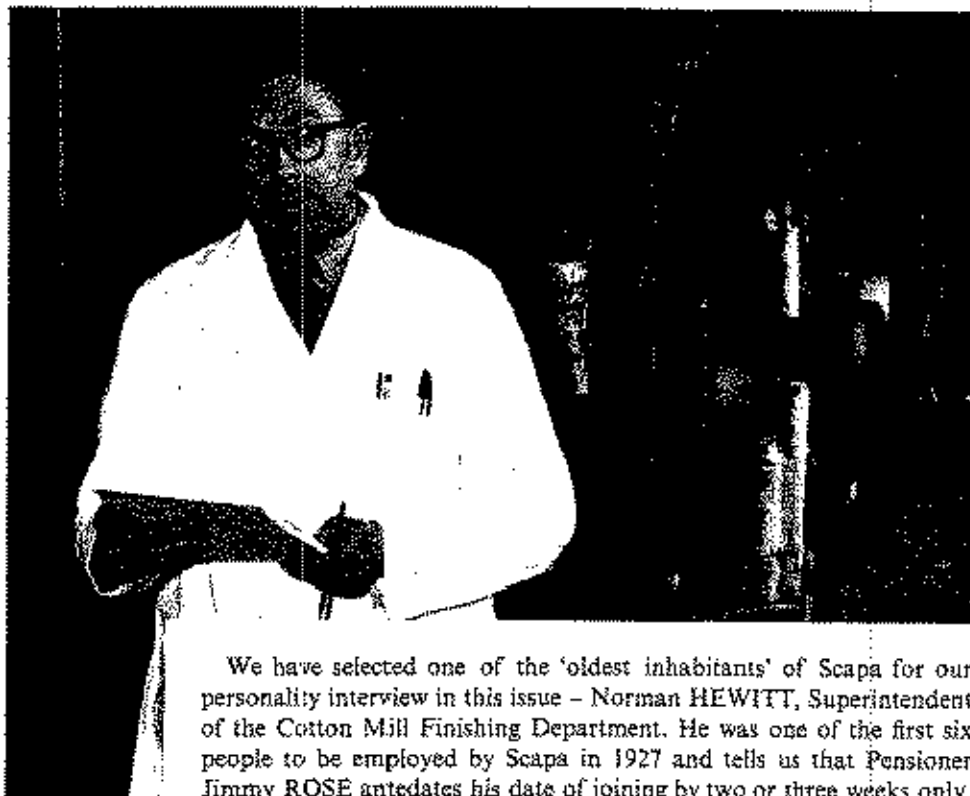
Let your work speak for itself: don't interrupt!

One road that never needs repair is the straight and narrow one

Thank God you've got something to thank God for

A chip on the shoulder indicates there is wood higher up

Few of us get dizzy from doing too many good turns



Personality

We have selected one of the 'oldest inhabitants' of Scapa for our personality interview in this issue - Norman HEWITT, Superintendent of the Cotton Mill Finishing Department. He was one of the first six people to be employed by Scapa in 1927 and tells us that Pensioner Jimmy ROSE antedates his date of joining by two or three weeks only. Norman Hewitt will complete 35 years service in September this year; he is one of only two men now employed by the Company who can possibly complete the maximum pensionable service of 51 years.

Norman Hewitt was born in Nelson, Lancashire, in 1913, and his family came to Blackburn when he was a young boy. His father, a Lancashire weaver, was killed in the Dardanelles campaign of the first World War. After his education at Mill Hill Council School, Norman came to work for Scapa at the age of 14 for a wage of 5s. per week and, in common with most other employees at that time, spent two or three years doing all types of constructive work to get Scapa going. At the age of 17 he came under the late George BOOTH, the redoubtable foreman in charge of Stores, Packing, Inspection, etc. A year later he became assistant foreman, and acted as such until George Booth's retirement in 1952, when he took over the job.

Called up in September, 1941, Norman Hewitt served for 4½ years in the Army, and returned to Scapa in early 1946 - to his old job. He has become very experienced in almost all processes in the Cotton Mill, but the only trade he has never worked at is that of a weaver. In 1951 Scapa sent him to Sweden for a ten-day trip to demonstrate the cementing of felt seams.

Norman Hewitt (who says that his interests are confined entirely to his work and his family) married a Blackburn girl in 1940. He has three boys and a girl; the eldest son, Francis Norman, is now 21 years old and is also employed by Scapa in No. 4 bay as a packer. The Hewitt family live in Cherry Tree.

SCAPA NEWS

is the house journal of
the Scapa Group, makers of
all types of felts for
the paper-making industry. It is
published quarterly with the aim of
promoting and maintaining good relations
among all who are interested in, or concerned with, Scapa

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