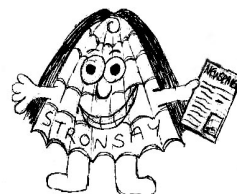


# STRONSAY LIMPET

FUNDED BY STRONSAY DEVELOPMENT TRUST

ISSUE 46 APRIL 2009



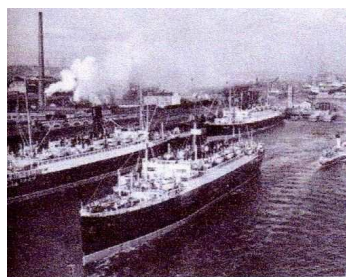
## From Stronsay to Canada and back - The Laughton Family

Lizzie Ann TURFUS, an aunt to Willie o'Burrowgate, was born at Inganoust, Stronsay, on 10th September, 1890, a daughter of James Turfus and Elizabeth Peace. On 5th January, 1922, at Inganoust, she married William Laughton, a joiner from Govan in Glasgow.

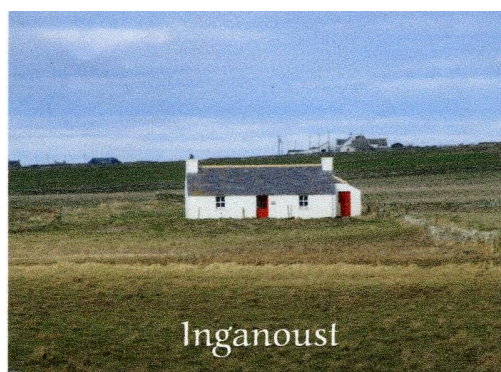
In the mid twenties, with the intention of making a better life for their family, they set off for Canada with their young daughter Lillian, travelling "steerage" in one of the ships crossing the Atlantic, a not very comfortable journey compared to today's standards, and settled in Windsor, Ontario, across the border from Detroit. It was here that I, William John Laughton and my sister Marion Elizabeth Laughton were born.

Times got bad and the depression set in, not only in Canada but worldwide. My father did get work as a joiner for some time, but this soon ended and mother could not see any future in staying in Canada in these conditions. So a decision was made, and the whole family packed up and booked their passage back to the United Kingdom.

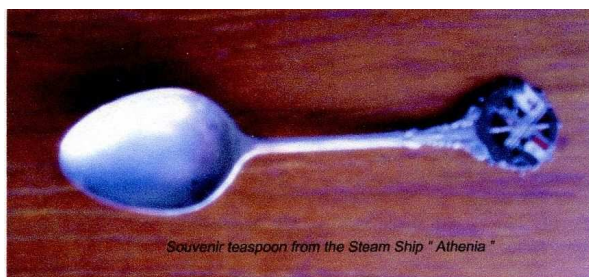
They boarded the Donaldson Line SS Athenia at Montreal, and set sail for Liverpool and then onwards to Greenock where they disembarked. During the voyage, my mother took such a liking to the Athenia that she decided that she would have to have a souvenir to remind her of the trip, so one day while at the dining table, a small teaspoon found its way into mother's handbag! That teaspoon is still in my possession, and it bears the name SS Athenia. (*See photograph*)



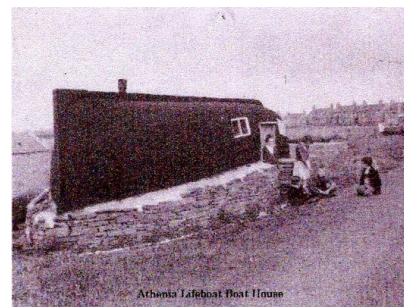
The Donaldson Line Steamship Athenia in the foreground  
Anchor Line steamers Cameronia & Transylvania behind.



Inganoust



Souvenir teaspoon from the Steam Ship "Athenia"



Athenia Lifeboat Boat House

(Continued overleaf)

The reader will probably be aware that the 13,500 ton steam ship Athenia was torpedoed and sunk on the day the Second World War was declared, 3rd September, 1939, as she was off the North-West coast of Ireland, heading for America with 1,103 passengers on board. 93 passengers and 19 crewmen were lost. This event did have one good result, for on the following day, Hitler announced that under no circumstances were passenger ships to be attacked, even in convoy. A lifeboat from the Athenia somehow found its way to Shapinsay where it was owned by the Dennison shipping company family, and eventually ended up in Stronsay where it was used in the Stronsay Seaweed Industry. James (Pyo) Chalmers, of "The Stronsay Waltz" fame, later purchased it and made it into a "Boatie Hoose" opposite the house of Seafield where he lived prior to going to Australia. From Greenock, the family moved back to Orkney, staying for a short period in Holm, before moving back to Stronsay where we stayed with relatives in Dishes. My grandmother, Elizabeth Peace, was originally from Dishes.

I was the proud owner of a nice warm Canadian coat, and so, one cold winter's day, I decided to explore around the farm. There was a midden - with a midden plank, and so I decided to walk the plank! You can guess what happened next! Yes, in I went, coat and all, in the worst part I could have found. I managed to scramble out of the mire and staggered into the house looking like a golliwog. Mother was absolutely furious, and the grand Canadian coat was a complete write off.

In 1932, my youngest brother, George Norman Laughton (now deceased) was born at Dishes. My father found work as a joiner at Holland Farm, and so we moved into worker's accommodation on the farm. My father was suffering from bad health at this time, and in fact died there on 2nd December, 1934. We had to leave Holland Farm to make way for another working family, and so mother found accommodation in Whitehall Village in a house called "The Bungalow". Mother later became friendly with a local baker called David Marwick or "Lochie" as he was known, and in February, 1938, they got married and moved in to Kirkwall.

In 1946, I was called up for National Service, and served in the Royal Army Pay Corps in England, Scotland, and finally, with the 13 Field Base Pay Office in Khartoum, Sudan. I was demobilised in September, 1948, and returned to Kirkwall, only to find that my two sisters, Lillian and Marion, had flown the nest and had returned to Canada. They did however return to visit us every two years.

In 1953 I spent two months on holiday in Canada. This was the Coronation year, and a large number of passengers were crossing the Atlantic, with the result that I was unable to get a berth on any of the ships, so went by air instead. I had a terrific holiday, visiting all the tourist attractions, including Niagara Falls. Sister Lillian decided that she would come back to Orkney for a visit, and so we managed to get berths on the "Empress of Britain". This in itself was a delightful part of the holiday. My mother also had the urge to travel, and crossed the Atlantic at least twice to visit her daughters, flying each way with her friend Mrs Lizzie Flett.

*(Continued overleaf)*

In the early fifties, brother Norman got "called up", and signed on as a regular in the R.E.M.E. He saw active service in the Korean War with the light aid detachment of the regiment. On demobilisation, he was employed by a large electrical company called Broadbents, and travelled extensively on overseas contracts to places like Nigeria, Egypt, Kenya and many of the Gulf States.

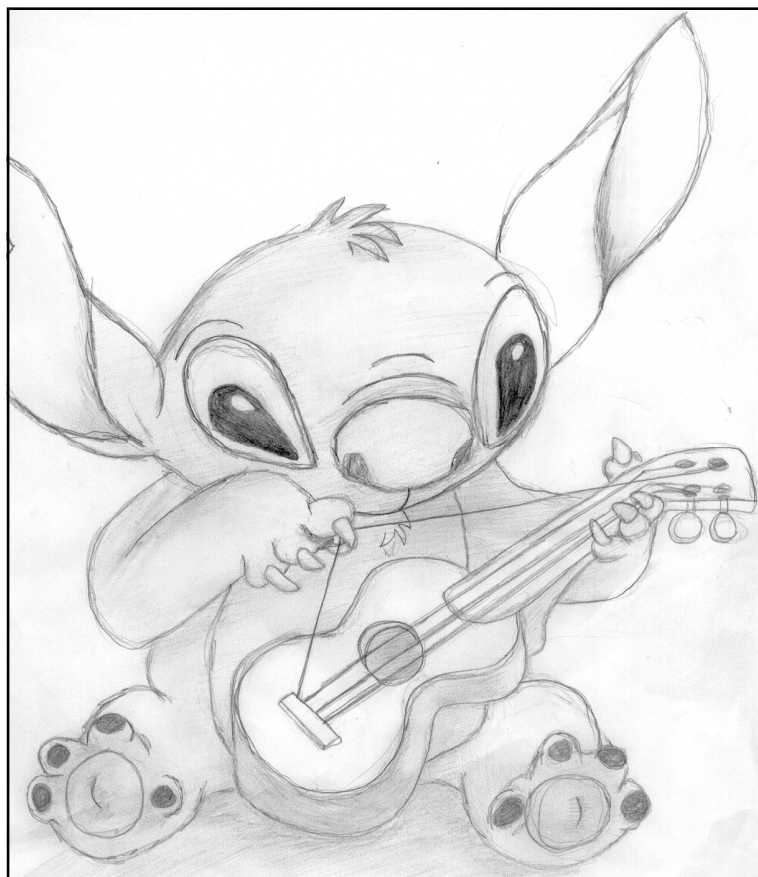
In 1977, I returned to Canada with the purpose of looking for work but found nothing suitable. On my return, I headed for Aberdeen where I worked for upwards of ten years as a company accountant with various firms. My intention always was to return to Kirkwall at the end of my working life to retire, and this I have done.

My two sisters meanwhile, still had the travel bug, and continued to visit us from Canada, and also went touring in many of the countries of Europe, such as Switzerland, Austria and the low countries. Marion had the urge to visit Hawaii and Honolulu a few short years back and had a marvellous time there. She was also onboard the Q.E. 2, on its last trip through the Mediterranean Sea, calling at various ports along the way, such as Nice, Southern France and Gibraltar. Could we be described as a well travelled family ?

I will be 82 in July, this year, God willing, and sister Marion is coming over to help me celebrate. Yippee.

William John Laughton, Kirkwall.

### **Drawing by Cassy Adams**



## HOW I SPENT MY SUMMER HOLIDAYS—Part 3

By Dr George McKay

Their first few hauls late on the Monday afternoon were none too productive leading to a change of grounds. There was a short interruption to their routine when they closed another seiner to pass him the weekend's newspapers then on with the search for fish. The following day brought much more success, starting with a haul which produced five or six tons of prime quality haddock. By the time they reached the end of the day the boat's head lay much lower in the water with a good catch safely stowed in boxes, well covered in ice, ready for the market. Never completely satisfied, however, they tried another few hauls the following morning but with little success. It was time to head for home. The last of the fish were stowed, the hatches to the fish room secured, the fish deck cleared of all obstacles and thoroughly washed and scrubbed clean. The net was checked for any minor repairs and then there was time to relax. After such a prolonged spell handling a gutting knife, even with protective gloves worn, his hands had again become badly blistered. It was, therefore, something of a relief to come to the end of the prolonged spell of fish handling. Now they could relax, sit and enjoy a reasonable meal and generally enjoy the anticipation of a few hours sleep before landing their catch and heading home for the weekend. This was for him always the most enjoyable part of the trip, a feeling of intense satisfaction in a job well done and anticipation of a good reward. It is true, that in such short term jobs there was, for him at least, the loss of feeling part of a well organised team but this was accepted as part of the price he paid for such a major change in his life style.

In the early hours of the next morning they sailed into the vast, sheltered outer basin of Peterhead harbour. This lay between two long granite built piers, built mainly by the labour of convicts from the prison on the outer edge of the town in the days when hard labour meant exactly that. At least it could be argued that a community benefited in no small measure from the punishment imposed on generations of miscreants, more than can be said for the various forms of art therapy with which it has been replaced. Gently they slipped in to their berth at the fish market and started to discharge their catch. All was now bustle as buyers, salesmen and an army of assistants descended on the market. The boat was replenished with boxes, ice and fuel, tidied up and it was time to start back for home. He was once again unemployed. There had been rumours that the skippers uncle needed a deck-hand for the next few trips and indeed he had been on board on several occasions but had mentioned nothing. It became a matter of pride with him not to go begging for a job and therefore they started out for home still with no offer of work. Later that week he met another skipper in his home town who was fitting out following his annual refit and was engaged with him for the remainder of the holidays. Shortly after this he was approached by his former skipper's uncle with the offer of employment and, despite his protestations of regret, took some delight in informing him that he was already employed for the rest of the summer.

*(to be continued)*

## MEMOIRS OF A NONAGENARIAN—Part 3

By Robert Fazakerley

The self employed business did not last long. It was soon realised that all that could be carried in a handcart would not provide a living. In fact very often the takings from the week did not equate to the money that could be obtained from the 'Dole'.

At that time the unemployment payment or 'Dole' was one pound and eight shillings for the family of four. This allowance included the money to pay your rent. One can wonder how my mother was able to juggle this small amount of money to pay for all the requirements of a house.

At this time my writings are giving the impression that all was doom and gloom, but this was not so. In general I had a reasonable happy childhood.

My father was quite proficient in playing an accordion. Not the modern piano accordion but the more simple version of the button keys at the right hand and a set of vamping chords at the opposite end. We often had a sing song in the evenings as he could cover quite a wide repertoire of tunes of the day. -'Lily of Laguna'; 'The Derry Air'; 'John Browns Body' etc. He used to play for an hour or more without repeating himself.

During the school year when I was aged 9 or 10 we used to celebrate 'Empire Day' on the 24th of May, we would congregate in the local Village Hall and sing patriotic songs and be given an address from a local 'Big Wig' on citizenship and the British Empire.

I suppose the most interesting fact about this day is that the event would take place in the morning and then we had a holiday from school in the afternoon.

I was able to join the choir in the church in West Derby, had numerous friends and together I suppose I got into the usual scrapes that children do, but they did not entail the police being involved. When I lived in the ex army camp there was a large derelict field opposite. A frequent visitor to this field was a man who used to make kites. He used to sell them for coppers' and even gave them away. I spent many an hour on this field. We also used to get into gang wars', this entailed carrying a bin lid and a stick and chasing off the field any lads who were not in our gang. This fracas had its down side because if the opposite gang was too plentiful then we had to beat a retreat in disgrace instead.

Among the usual gossip that went on between youngsters at that time the word got around that the Methodist Church in Tuebrook was a 'good place' to attend. I remember joining not long before Christmas and low and behold they gave a really good party for the Sunday school attendees during the holiday period. It was a pleasant place to go on a Sunday afternoon and I continued to attend. During the summer they organised a visit to Maghull, a well known 'pleasure park'. It entailed a six or seven mile trip by railway from Tuebrook Station to Maghull and back with games and races in between. Even the railway trip was something to look forward to then.

*(to be continued)*



## **John Holloway's Bird Report**

The wintering Robins had virtually all left by mid-March, just as Pied Wagtails began to arrive – the first being seen by Raymond Dennison in Lower Whitehall. Two Slavonian Grebes were in Mill Bay mid-month and 16<sup>th</sup> brought a Stonechat to Castle along with the first prospecting Linnets in the garden. Several Lesser Black-backed Gulls and migrant Blackbirds also arrived on the island around this time.

A beautiful spring-like day on 20<sup>th</sup> brought a cluster of migrants to Dale, including a Redwing, two Chaffinches, and a Brilliant Yellowhammer followed by a small flock of Snow Buntings in the stubble there. The first returning Sandwich Tern was in Mill Bay on 26<sup>th</sup> when one or two new migrants Robins arrived, and next day brought another Yellowhammer to Linkshouse, with the third bird of the Spring being found in the Scoulter's drive on 3<sup>rd</sup> April. A few Greenfinches were also seen around this time, and the first Chiffchaff was in the Castle garden on 2<sup>nd</sup> – the same day as the first (two) Wheatears were seen by Jim Miller at Leaquoy, and a Redwing was frantically feeding by to the road opposite Hillcrest. Parties of Curlew were seen leaving the island around this time – heading for the breeding grounds further north.

A Dunnock arrived at Dale on 4<sup>th</sup> April – the same day as a Siskin was found by Leonora at Hescombe. SE winds on 8<sup>th</sup> brought a few Goldcrests to the south end of Stronsay, including three together found by Jim Cooper at Cleat, and one at Airy found by Hazel. A Song Thrush was found by Norman Kent at Dale the same day and several Fieldfares were still present in early April. The first sunny, Spring-like day – 11<sup>th</sup> – brought Chiffchaff to Cleat and Goldcrest to Castle.

Many birds are already building nests – including Lapwing, which is quite numerous in suitable habitat, and Wrens, which often choose to build there nests in outbuildings - often in a loop of rope hanging against a wall at a safe height from predators.



With perfect timing – on the best day of the year so far – this group of Stronsay Schoolchildren and staff visited The Reserve where they helped to sow wild-flower seed in prepared plots along the drive. A flock of Red-breasted Mergansers swam past close inshore during the afternoon and the whole school party eventually had excellent views of the birds through the telescope.

**STOP PRESS:** First swallow of 2009 seen at Cleat on Sunday 12 April.

## **MORE OLD STORIES**

By Nana

Long ago all the big farms in Stronsay had an extra house which was call The Bothy and that was where the extra farm-hands stayed. The one at Housebay was a two storey, well-built house built among the farmsteading close to the shore, nowadays “The Bothy” is included in the byre.

My in-laws were there for about 45 years where mother-in-law did the Bothy work: that was cooking for the extra workers on the farm and in the harvest-time when more people were needed to take in the crop. My late husband was born at The Bothy and I moved there when we married in 1939.

Our two eldest children were also born there - Bill in 1942 and Doris in 1944. We were there until 1945, throughout the second war years. My husband worked at Housebay and Holland as Henry Maxwell owned both farms also Kirbuster. My mother-in-law told me lots of interesting stories and the following is one of them:

One very calm, foggy morning she had got up at 6 o'clock as was usual, and when she went to go outside she met seven Frenchmen standing looking very dejected. One of the men was holding a small keg which turned out to be brandy. They were seamen whose ship had gone ashore on Ingale, a skerry between Auskerry and Stronsay. They managed to let her know that they were hungry so she fed them as best she could with her usual good bannocks and oatcakes. As there were always plenty of eggs on the farm they also got them boiled with the bread. Some of the other workers had gathered after they were told of the French arrivals. The brandy was opened and they all got a taste so things were now looking better and as the sea was starting to flow they decided to try to refloat the ship on Ingale. After lots of signs and more brandy two boats with helpers and the Frenchmen in their small boats set out for Ingale (perhaps the brandy helped to work the oars). The cargo on the French ship was salt so they managed to get on board and shovel heaps of that overboard until she started to float free. After much waving and huge smiles the French departed, but the empty keg stayed in The Bothy, a reminder of a great morning at Housebay.

## **Plane Crash on Torness**

On 11<sup>th</sup> Jan 1940 three Skuas from 803 squadron RNAS Wick were on a normal fighter patrol to the east of the Orkneys. Skua L2946 had two of a crew, they were Midshipman Barr as pilot and Leading Airman Uren as gunner.

The plane had been transferred to 803 Squadron in Dec 1939. The record of routine inspections was in order, and no relevant repairs or modifications had been incorporated. The pilot had completed his training in August 1938 and was assessed as 'above average'. The aircraft was refuelled on 10th Jan and not flown until the next day at 1110. To the east of Stronsay while flying at a height of 12,000 feet Midshipman Barr called his Flight Commander and told him that his engine was slowing down and as he was losing power he was going to land on Stronsay. The undercarriage was lowered at 10,000ft, at 3,000 ft the aircraft was over the south end of the island and then made a long sweep over the sea to the south, returning to Stronay at about 1,000 ft. The pilot banked to windward of the field he intended to land on but at that point the plane stalled and fell to the ground in a spin from a height of about 500 ft and about 100 yards from the field he intended to land on. The other two Skuas landed safely a few minutes later in Outertoon, the field Barr had intended to use. Both crew had very serious injuries to their legs and hips. The gunner died on an air ambulance on the way to Kirkwall and the pilot died in hospital soon after.

Records show that "owing to extreme weather conditions and consequent dislocation of transport" the scene of the accident was not visited until 17th Jan

A detailed inspection at the scene of the crash revealed that the plane had struck the ground with the nose and right wing down and had then skidded round to the right coming to rest about 15 yards from the first point of impact. The engine had become detached and had become firmly embedded in the ground under the fuselage. It was believed that the engine had stopped before reaching the ground. The ignition switches were in the on position, as were the fuel taps. No evidence was found to suggest any structural failure of any part of the aircraft while in the air.

The engine was taken away and sent back to the manufacturers where it was stripped down but no mechanical failure of any part was found.

The log book shows that at the last inspection the plugs had not been changed as no new plugs were available. The plugs were not returned with the engine after the crash.

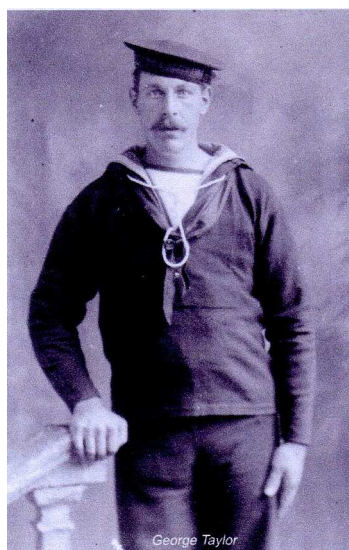
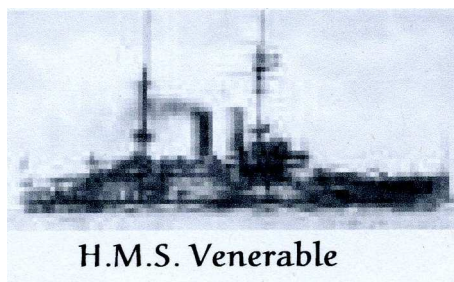
It was thought that as the plane had been flying for nearly an hour and a half it had just run out of fuel though this was never proved.

After anything of value had been removed the rest of the plane was dumped over the shore at Torness but later sent away as scrap.

*Thanks again to Kevin Heath for the above information*



## LEST WE FORGET



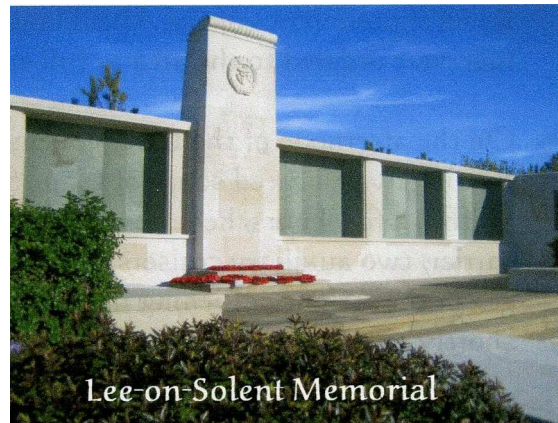
Name.	George TAYLOR
Rank.	Seaman.
Regiment.	Merchant Service.
Born.	About 1885 in Burray, Orkney.
Died.	10th January, 1941, in Scapa Flow, Orkney.
Parents.	Robert Taylor and Eliza Norquoy.
Address.	18, Lower Station, Stronsay.

George originally came from Banks in Burray, but in 1912 he married Stronsay woman, Mary Leslie Williamson, and they had three sons/ George (Doddie), Alexander (Sandy) and Stewart who died in infancy.

During the First World War, George was in the Royal Navy, and it is known that he served on at least two battleships, H.M.S. Venerable, and H.M.S. Queen Elizabeth. The latter was built in 1915, and was called from the Dardenelles to reinforce the Home Fleet in Scapa Flow. The Venerable replaced her in the Dardenelles. It is not known on which ship George served first, but he was one of the racing cutter crew from the Queen Elizabeth which won the Grand Fleet Trophy in 1917. The above photograph shows him wearing the cap badge of H.M.S. Venerable. Between wars, George worked in the kelp industry, on farms, and as a seaman. During the Second World War, George was working on a ship in Scapa Flow when he collapsed and later died.

Bill Miller.

## LEST WE FORGET



Name. Allen Kent SMITH  
Rank. Lieutenant. Fleet Air Arm Pilot.  
Regiment. Royal Naval Volunteer Reserve.  
Born. 22nd January, 1915, at Hunday, Stronsay.  
Lost presumed dead. 15th November, 1942., aged 27 years.  
Parents. Peter Smith and Betsy Miller.  
Address. Waterside, Stronsay.

Allen was educated in Stronsay, and later graduated Master of Arts at Edinburgh University. After spending a year at Edinburgh Provincial Training Centre to qualify as a teacher, he abandoned his original plan, and went to Malaya where he was engaged in rubber production. When war broke out, he enlisted out there, and soon became a pilot in the Fleet Air Arm, and saw service in the Eastern Mediterranean. He visited Stronsay shortly before he was reported missing. The Commonwealth War Graves Commission records state that he was attached to HMS Dasher which was blown up accidentally in the Firth of Clyde on 27th March, 1943, with the loss of 379 crew, but my information was that he was lost from HMS Avenger which was torpedoed on 15th November, 1942, 45 nautical miles south of Cape Santa Maria, Portugal, by the German U. Boat, U155, with the loss of 513 men. HMS Avenger had been in Scapa Flow in September, 1941, which could explain the home visit by Allen. She then became involved in Operation Torch at the invasion of North Africa, and joined up with other carriers off Algiers where their combined force of thirty Sea Hurricanes and Seafires would provide fighter cover for landings planned for dawn on 8th November. No airborne opposition was encountered on 8th/9th November, and the Vichy French surrendered earlier than expected. Avenger then sailed for Gibraltar to carry out a few repairs, and on 14th November, set sail for her home base on the Clyde. The region off Gibraltar was home to the "Westwall" U-Boat Group with some sixteen LJ-Boats patrolling the area. Reacting to reports of the...

*(continued overleaf)*

...Reacting to reports of the Allied landings in North Africa, all available U-Boats with sufficient fuel were ordered to the area at full speed.

On the afternoon of the 14th November, U-Boat U155 under the command of Kapitänleutnant Piening, was located south of Cape St Vincent, cruising at periscope depth searching for a target. Within a few hours, he received a message informing him that a convoy made up of one aircraft carrier, two auxiliary cruisers, two corvettes, two destroyers, and five large transports had put to sea in the Atlantic. Piening immediately headed for the vicinity in search of the convoy, and shortly after 0300 hours on 15th November, fired three torpedoes.

The Almaak was hit and suffered damage, the Etterick was hit and sunk, and at 0315, a vivid reddish flash appeared on the Starboard side of the Avenger, stretching the whole length of the ship, and lasting about two seconds. This flash made a perfect silhouette of the ship, and was followed by a pall of black smoke. After the flash, nothing more was seen of Avenger, but one or two small twinkling lights were observed in the water, obviously from floats. HMS Ulster Monarch passed over the position of Avenger within three minutes and nothing was seen.

Twelve men were rescued by HMS Glaisdale, and although a search for survivors continued until after daybreak, no more were found. The ship's commanding officer, Commander Colthurst, 67 Officers, and 446 ratings were lost, this being the heaviest British naval loss connected with the North Africa landings.

The torpedo had struck Avenger's bomb room which, astonishingly, ran across the middle of the ship from one side to the other, and lay above the oil fuel tanks. It contained about thirty 500 lb bombs, seventy 150 lb. bombs, one hundred and twenty 40 lb. bombs, and 100 depth charges.

Not surprisingly, the explosion blew out the centre section of the ship. Her bow and stern sections rose high in the air. One report stated "an inclination of 30 degrees upwards the stern and shortly after this, the angle jumped to 60 degrees.. the propeller above the water". Avenger quickly sank and within a mere three minutes, she was gone.

Avenger was originally launched in November, 1940, as the American motor passenger liner Rio Hudson, but was loaned to the United Kingdom under the Lend-Lease programme barely a year later. She was extensively renovated in a Pennsylvania dockyard in the winter of 1941-42 and converted to an auxiliary aircraft carrier for the Royal Navy, being commissioned in March, 1941 as H.M.S. Avenger.

Allen Kent Smith, or Kenty as he was affectionately known, was the second youngest in a family of sixteen children, twelve being born at Odiness, and the last four at Hunday. He was a brother to the late Irene Smith of Windbrake, and a Great Uncle to Alan, Sharon and Caroline Smith.

His body was never found, but he is commemorated on Panel 7, Bay 3, of the Lee-on-Solent Memorial, along with almost 2,000 men of the Fleet Air Arm who have no known graves.

I hope this story gives you an insight into the horrors of war in the Royal Navy.

Bill Miller.

## **SOFT AS SILK**

By Ellie from Newfield

There's a chocolate bar in the fridge, its been there for an hour.  
I've trained myself to leave it, I need to regain some power.  
I'm counting to a thousand and then I'll look at it once more.  
Then I'll turn and walk away, after closing tight the door  
I've eaten all me dinner and I've had a lovely pud.  
But a little bit of chocolate, would be rather good.  
The door is tightly shut , but I can smell it even so,  
But I'm much stronger than a chocolate bar, this I'll have you know  
A drink of tea is refreshing, I'll just get a spot of milk.  
A bar of chocolate with this tea would be as soft as silk.  
No I mustn't weaken, I'll close the door and behave,  
It's just a bar of chocolate , just a silly crave.  
I think I'll have an apple, it's healthier for me.  
But chocolate tastes much nicer with a cup of tea.  
Just one square perhaps, it's such a small amount,  
If I suck it slowly surely it wouldn't count.  
I'll melt it on me tongue and make it last all night  
It's such a little thing, I won't let it win this fight.  
It's never an addiction that little square of choc'  
Come on close the door, I'll have to get a lock.  
I'm looking through the door, I know it's on the shelf.  
I think I'm getting stronger, I've hypnotised myself.  
I've been fighting a fierce battle, oh boy it's been so tough,  
I'm going to open the door now and call me own bluff.  
I know that I can do this, for now I'm very strong,  
The chocolate isn't bothering me, I haven't got it wrong.  
Oh no, I don't believe it, who could be this cruel.  
I was the winner in this addiction, I'm nobody's fool.  
Who's eaten all me chocolate and left me just the paper.  
I know I said I wouldn't but I needed it for later.  
They say chocolate keeps you sweet, without it your uptight  
I'm not stressed at all, they can't have got it right  
Now me power has gone and I'm desperate for some sugar  
Who the devil ate it, you lousy rotten bu\*g\*r!

## **Daft homemade poetry—No 8**

by Bill Embleton

I've been going to stop smoking  
for over forty year  
Every time I try to stop  
I almost lose my hair  
A fag's the only thing that stops  
me going up the wall  
If I had no worries though  
I wouldn't smoke at all

Every time I light one up  
I puff my life away  
There's a warning on the packet  
but I can't call it a day  
I stop and start monotonously  
every New Years Eve  
I may as well not bother  
for the craving never leaves

As soon as my eyes are open  
I am reaching for a smoke  
Then it's one after the other  
You know, it really is no joke  
I know I'll stop one of these days  
I bet my wife a tab  
She said the only time I'll stop  
is when I'm on a slab

She will put a notice on my grave  
in letters bold and tall  
So everyone around will know  
I did stop after all



## **COFFEE MORNING FOR MENINGITIS TRUST**

The congregation of Moncur Memorial Church would like to thank everyone who supported their coffee afternoon in aid of the Meningitis Trust. A total of £270 was raised for this worthwhile cause.

Thank you

### **FOOD FOR THOUGHT**



### **QUIZ**

1. Which former world snooker champion is nicknamed 'The Hurricane'?
2. Which cartoon character owns a dog called Snowy?
3. Which Disney film features the song 'Little April Showers'?
4. Who played Scarlett O'Hara in the film Gone with the Wind?
5. Which former Spice Girl had a UK Top 20 hit with 'It's raining men'?
6. Which presenter of BBC's "Tomorrow's World" is also famous for his election-night swingometer?
7. Who played Dustin Hoffman's brother in the film "The Rain Man"?
8. Who created the police detective Jack Frost played on TV by David Jason?
9. Which Gulf War general was nicknamed 'Stormin' Norman'?
10. Which 1966 children's TV series featured the character Windy Miller?

### **ANSWERS BELOW**

1. Alex Higgins
2. Tintin
3. Bambi
4. Vivien Leigh
5. Geri Halliwell
6. Peter Snow
7. Tom Cruise
8. R.D. Wingfield
9. Norman Schwarzkopf
10. Cumberwick Green



**The Stronsay Development Trust**  
**Annual General Meeting on Thursday 7 May 2009.**

The agenda will be sent to all members along with the annual reports and will also be posted on the shops' notice boards.

Meanwhile:



**Your community  
needs you!**

All the board directors are volunteers and we need to elect five new ones in order to progress some exciting projects.

If you are, or are entitled to be a member of the Development Trust you could also stand for election as a director and play your part in helping us work towards a sustainable future for Stronsay. All ages, skills, experience and interests are welcomed and all contributions add up – even if you don't have a lot of time to spare.

Nomination forms are available from Olivebank, Ebenezer Stores, Stronsay Arts and Crafts and the Post Office or you could phone me on 616434 for chat about it.

**The deadline date has been extended to Monday 20th April 2009**

Julia Crocker  
Secretary  
Clifton  
Stronsay  
Orkney KW17 2AR



## **Job Vacancy** **Community Powerdown Officer**

**Stronsay Development Trust is seeking to employ an enthusiastic individual as our Community Powerdown Officer.** This unique post has become available because of funding secured as part of the Powerdown consortium. The post will be part time and will run for a period of two years until April 2011.

The key purpose of the post is to progress the reduction of our Islands “carbon footprint” through working with individuals, community groups and the wider community. Some training will be given and the successful individual must be willing to travel to various locations in Scotland in order to obtain the same.

The successful applicant must be self motivated, expected to work from home preferably on Stronsay and will be provided with a laptop in order to do so. Hours of work will be 18 per week the rate of pay is £10 per hour, the person will need to have a flexible approach to these hours and be prepared to work evenings and weekends where necessary. The ability to communicate on all levels will be essential and previous experience of community working will be an advantage. A basic working knowledge of IT will be required in order to prepare documents and reports etc.

This is an exciting and challenging post and if you feel you can work at this level within our community then please call Julia on 01857 616434 for an application pack or alternatively e-mail [Julia.crocker@btinternet.com](mailto:Julia.crocker@btinternet.com).

**Closing date for applications 17 April 2009**

A Company Limited by Guarantee Registered in Scotland  
Company Number SC271553  
A Scottish Charity, Charity Number SC038888  
Registered Office: Clifton, Whitehall, Stronsay, Orkney KW17 2AR

## PRIVATE SALES

### FOR SALE

Two workshop manuals  
Ford Escort Sept 1990-2000  
H to X  
Ford Capri 1972-1974  
All Mark 1 models  
£4 each  
*Phone 616492*

### FOR SALE

This could have been an advert for  
something you want to sell.  
Or it could have been a request for  
something you want.

See details at foot of this page

### Does anyone need a TV aerial or a satellite dish installing?

If there is enough interest I hope to  
get OTE to come out to Stronsay in  
the near future

If you are interested please  
*phone 616225 (Heather)*

**STILL NEED MORE PEOPLE!**

### **Private adverts, sales or greetings:**

Up to 25 words - £1. 25 word advert with photo - £2. 25 to 50 words - £2 and so on

Lost & found - free, charity fund-raising adverts - free

Adverts for the next edition of the Limpet must be placed by May 11th

Contact details:

*Yvonne 616375 or Heather 616225*

*Email hfazak@btinternet. com*

*Letters to Geramount*

## LOCAL BUSINESSES

### **Stronsay Fish Mart Winter**

★ **Opening Hours** ★  
**Cafe, Hostel & Interpretation**  
**Centre**

Monday to Wednesday    CLOSED  
Thursday                    12pm - 2pm  
Friday                        CLOSED  
Saturday                    5pm - 7pm  
Sunday                       12pm - 2pm

*Telephone 616386*



### **Instant Photo's**

Passport, visa, travel pass, driving licence, gun licence, etc. Personalised birthday, Christmas & get well cards with your own special message or photograph. Business/Invitation cards. You name it! Tell me what you want & I'll supply it.

*Call Bill Miller on 616420*

### **Stronsay Artworks**

Original paintings of Stronsay Landscape; Limited edition prints, greetings cards and postcards which are available for sale at local shops, Post Office, Hotel, B&B's and the Fishmart.

Commissions taken.

*Phone Jenny on 616475*

### **Sparky**

For all your electrical & plumbing needs

Contact John at Clifton

*Tel: 616466*

### **Need a mechanic?**

Contact Andy on 616277

or

Maurice at Olivebank on 616255

### **The swimming pool needs you!**

Pool open

Tuesday and Thursday

7.00 - 7.40 public/private hire

8.20 - 9.00 adult

Private hire available at other times

subject to availability of lifeguards

For more information

*phone Elsie on 616331*

### **KEYHOLDERS NEEDED!**

Can you spare one evening every month?

At the moment there are not enough key-holders for the swimming pool to open regularly. Full training will be given.

*Please contact Yvonne*

*on 616375 for more info.*

### **Stronsay Arts and Crafts**

now open for Summer hours

Tuesday through to Saturday

10.00 till 6.00

Sunday 12.00 till 6.00

\* Rowan and North Ronaldsay wools

\* Quality Stronsay/Orkney craftwork

\* New books

*[www.stronsayartsandcrafts.co.uk](http://www.stronsayartsandcrafts.co.uk)*

# **GROUPS, CLUBS & ORGANISATIONS**

## **MOBILE LIBRARY**

### **NEXT VISITS**

**April 14th & May 12th**

**(NOTE - Kirk *not* Gorries pm)**

Council Houses: 9.00am-11.00am  
Stronsay School: 11.30am-2.00pm  
Stronsay Kirk: 2.30pm-4.30pm  
Stronsay School: 6.30pm-8.00pm

## **FRIDAY NIGHT GAMES**

### **CLUB**

Friday night 8pm until 10pm

Entrance £1

Come along for a fun filled night

Air hockey table

Pool table

Play station 2

Nintendo Wii & Sing Star

Snooker

Juice, crisps and sweets available

## **COMING TO STRONSAY**

### **SOON**

## **The Big Orkney Song Project Song Share**

Further details available soon

Watch this space!

For further information log onto

[www.orkneycommunities.co.uk/orkneysingers](http://www.orkneycommunities.co.uk/orkneysingers)

or email Emily Turton at

[orkneysingers@hotmail.com](mailto:orkneysingers@hotmail.com)

## **COMMUNITY ASSOCIATION**

New reduced rate £5 per hour for room up to £15 max plus £5 for DISCO equipment.

A DJ from the Hall list must be used.

Now available to hire.

Badminton £2 per hour + Hydro

Table tennis £2 per hour + Hydro

Snooker £2 per hour + Hydro

All equipment provided.

Adult supervision (over 18) must be present during hire.

Any damage must be paid for to book.

Please note that any groups or individuals hiring  
the Hall require their own Public Liability

## **USEFUL INFORMATION**

Post office opening times: (NOTE - NEW, EXTENDED HOURS):

Mon, Thu, Sat 8:30am to 5pm

Tue, Wed, Fri 8:30am to 12pm

(Did you know that you can pay bills at the Post Office? Ask at the counter for more information)

Post collection times 7:30am, Monday to Saturday

Replacement bin bags Telephone 01856 873535

Sunday service at the Kirk 11 am

Our Lady's chapel, pier head Daily Masses at 7 am and every Sunday at 9 am

Next Special Collections 23 April and 14 May 2009

B&B AIRY COT	616372	Doctor	616321/308
Library	01856 873166	Nurses	616225/232
Companions	616307	Hydro	0800 300 999
Kirkwall Police	01856 872241	Balfour hospital	01856 888000
Registrar	616239	Vets:	
Fish Mart	616386	Flett & Carmichael	01856 872859
Hall bookings	616446	Northvet	01856 873403
Post Office	616217	Kirk	616311
Stronsay Limpet	616297	Stronsay Hotel	616213
Dentists:		Olivebank	616255
Great Western Road	01856 879683	Ebenezer stores	616339
King Street	01856 875348		

## **HOW TO GET FREE PUBLICITY IN *THE LIMPET***

If your group or organisation is having an event or there is anything going on why not tell us so that we can tell the rest of Stronsay. No event is too small or insignificant; we are trying to give out local information but we can't do it unless you tell us.

Don't be shy, have you got a story, a poem or an old photograph of Stronsay to share? If so, please contact Bruce by email at [ricardian@btinternet.com](mailto:ricardian@btinternet.com), by telephoning 616297 or by writing to Claremont, KW17 2AR.

## **SUBSCRIPTIONS TO *THE LIMPET***

12 months for £10.00 (includes postage & packing)

Why not send a subscription to a friend or relative for a birthday present?

Send an email to [ricardian@btinternet.com](mailto:ricardian@btinternet.com) for more information.

The Stronsay Development Trust, a Scottish Charity SC038888

<http://www.orkneycommunities.co.uk/SDT>

Supported in its activities by HIE Orkney, Orkney Islands Council,

Communities Scotland, The Crofters Commission and

Orkney Community Planning Partnership