



# **LYLE NEWSLETTER**

7/65 - SEPTEMBER



## EDITORIAL

We open by welcoming the "CAPE RONA" (ex Ronacastle) as a temporary but handsome member of our fleet. A fine photograph, kindly donated by her Master, graces the front page which will help you recognise her should you ever be in company in the future. "CAPE RONA" now wears the Lyle colours and we know that Captain Nilsen and his Officers can expect a warm reception on board any Cape ships that they meet in their travels. We hope to have a contribution to these pages from Captain Nilsen at a later date, but meanwhile wish him and his crew a happy association with Lyles.

Writing this in the midst of a period of unfortunately typically Scottish summer weather reminds us of others who have suffered elsewhere from depressing weather, namely, off Nauru, where "CAPE SABLE", "CAPE HORN" and "CAPE WRATH" have all drifted for periods due to the extraordinary phenomena of bad weather, abnormal for June, July and August. A soulless business for the ships' companies who have our sympathy. Needless to add, the financial results of such delays are not something to dwell upon.

The summer edition of the Newsletter published by our good friends The Adelaide Steamship Company, Limited, contained a friendly reference to this Newsletter which we are only too pleased to reciprocate as we have long admired the amount of information crammed into such a small space and from such varied sources. As they comment, the styles and perhaps the approaches are different, but we hope ours will become as well established as theirs is so obviously. Ours is essentially a communal effort and owes its existence to much anonymous work donated cheerfully by a number of our staff. Amongst other news given, they reported that their General Manager, Mr. J. G. Felgate, accompanied by Mrs. Felgate, slipped away nonchalantly and unobtrusively on 3rd June on an overseas trip. Hardly had we finished reading this than they both slipped in, equally nonchalantly and unobtrusively, through our front door in Glasgow. Two most welcome visitors who were a delight to entertain for their all too short visit to the far north. They were rewarded by coinciding their visit with Scotland's "summer", three whole days long this year! Needless to say, they took full advantage of this and, during "non-duty" hours, saw something of Loch Lomond, Gleneagles and Edinburgh, departing with a rose-tinted impression of the Scottish climate. We wish them well for the remainder of their extensive travels in Scandinavia and Europe and record our pleasure in having the opportunity of meeting them.

By the time you read this, the "CAPE YORK" will be nearing the end of her final voyage as a Cape. After discharge of her sugar cargo, she will be drydocked and handed over to the Phoenix Shipping Company on behalf of clients to be named, but will continue to fly the red ensign, being registered in Bermuda. Built in 1955, the "CAPE YORK" is by normal standards not an old ship but is rather the victim of rising costs which make it impracticable to see much profitable employment under conditions that lie ahead. Whilst this will reduce the numerical strength of the fleet, we hope that the drop is only of a temporary nature and all staff contract personnel can rest assured that their employment with this Company is in no way impaired.

At/

At the Annual General Meeting of the Company, the following resolution proposed by the Chairman was passed by the Meeting:-

"The Shareholders, on my motion, expressed to all the Staff, both ashore and afloat, their appreciation of the loyal service and devotion to duty which have contributed so much to the better results of the Company for the year ended in February last, and I was instructed to see that this was brought to the attention of the Masters and the Company's Staff, both ashore and afloat. May I, at the same time, add my own good wishes and thanks."

### CONTRACTS AND FREIGHTS

The freight market has been firm with good features which, considering the time of year, has been encouraging, if slightly mystifying, though major purchases of Russian origin provide a part answer. No contracts have been concluded since last we wrote, but as will be seen, ships are fixed reasonably far ahead.

### INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: Very mixed trading with less emphasis on transatlantic voyages than usual for this particular period.

"CAPE HORN": On B. P. C. time charter until June, 1966.

"CAPE RODNEY": Queensland/States, sugar, thence Tampa/Australasia, phosphate, after which to be fixed homewards to commence a 9/12 month time charter to A.S. Bulkhandling of Oslo in January 1966.

"CAPE SABLE": West Australia/U.K., thence Tampa/Australasia, phosphate, followed by Nauru phosphate trading.

"CAPE WRATH": Movements dependent on Nauru loading position but due Durban late November to undergo special survey thereafter unfixed.

"CAPE YORK": After completion sugar discharge delivers to new owners.

"CAPE RONA": Adelaide/Japan, pyritic cinders thence 6/9 months time charter to Seaboard Shipping.

New building delivery Clyde early May, 1966.

### PERSONAL

MR. MCKENZIE visited Durban during August and returns there to supervise the "CAPE WRATH" survey in Durban.

Have you heard.....

The total effective strength of the Merchant Navy at 30th June was 122,184 according to the General Register and Record Office of Shipping and Seamen, Llandaff. In the month of June there was a gain in personnel of 427 and a loss of 220 - nett gain 207

LETTERS

We are very pleased to reproduce a most interesting letter from Captain Jones in which he describes a recent voyage to Russia.

Captain C. A. Jones,  
M. V. "CAPE FRANKLIN",  
4th August, 1965.

This vessel recently made a voyage to Murmansk to load ore for Glasgow, and as this is, I think, the first time one of the vessels of our fleet has been to this port, I feel that there might be a few items of interest for your readers.

We sailed from Barry Dock and had very good weather, fine all the way with the exception of about 24 hours off the North Cape when it blew hard from the N. and NE. Visibility over the land was poor from making the Lofoten Is. and little was seen of the land for most of the way. When it was clear, the lighthouses were difficult to pick up, and as they are not lit at this time of the year, there is not the chance of seeing and identifying one so that Radar is more than ordinarily useful. We experienced a strong set toward the land all the way, but this turned out to be due to large error of the gyro-compass (when it was at last possible to obtain an error) when it was found that the error was from 6½ to 9 degrees. I had expected some variation in the compass error due to the high latitude, but certainly not to this extent and this was later found to be due to a small nut having come adrift and falling into the mercury reservoir. However, it caused some anxiety all the trip.

On approaching Murmansk, there was much evidence of Navy, it being the main northern base for such craft, but no apparent notice was taken of us and we were not signalled by any of them. Pilot came on board and brought with him all the necessary documents for entering. Crew Lists, on special forms, had to be completed and individually signed by all crew members, but the other documentation is all taken care of by one form, each authority tearing off the portion applicable to them, a very sensible way of doing things in my opinion. There was no difficulty at all with any of the authorities, and all were friendly and seemed out to please. No stores lists, or crew purchases lists were required, and no check was made of bond, nor was it sealed up. No restrictions on taking anything ashore, but heavy penalties promised if any was sold. A list of cash in the possession of each crew member was required, but this seemed to serve no purpose as there was no restriction on taking currency ashore, the only restriction being on where one could exchange it and there was only one place, and that the Interclub.

Passes were needed to proceed on shore, even just to read the draft, and at all times the guards were strict in this respect. Shore leave is restricted to between 9 a.m. and midnight, except for the Master and he can go and come as and when he pleases.

The only place to go, other than walk about or visit the theatre or restaurants, was the club, and a bus came each evening to take anyone who wanted to go, and returned us between eleven and midnight. On the first occasion it took us round the town to show us what places of interest there were, the young woman who runs the club, and who speaks good English, explaining and pointing out to us as we drove along. This young woman is nice, seems very interested in her job, and nothing is too much trouble to her to entertain the visitors to the club; on one evening she took quite a bunch of us to the theatre (free and in the best seats), and one afternoon to the museum. She had what seemed to be a standard propaganda patter, but none of this was objectionable and seemed to be mostly/

