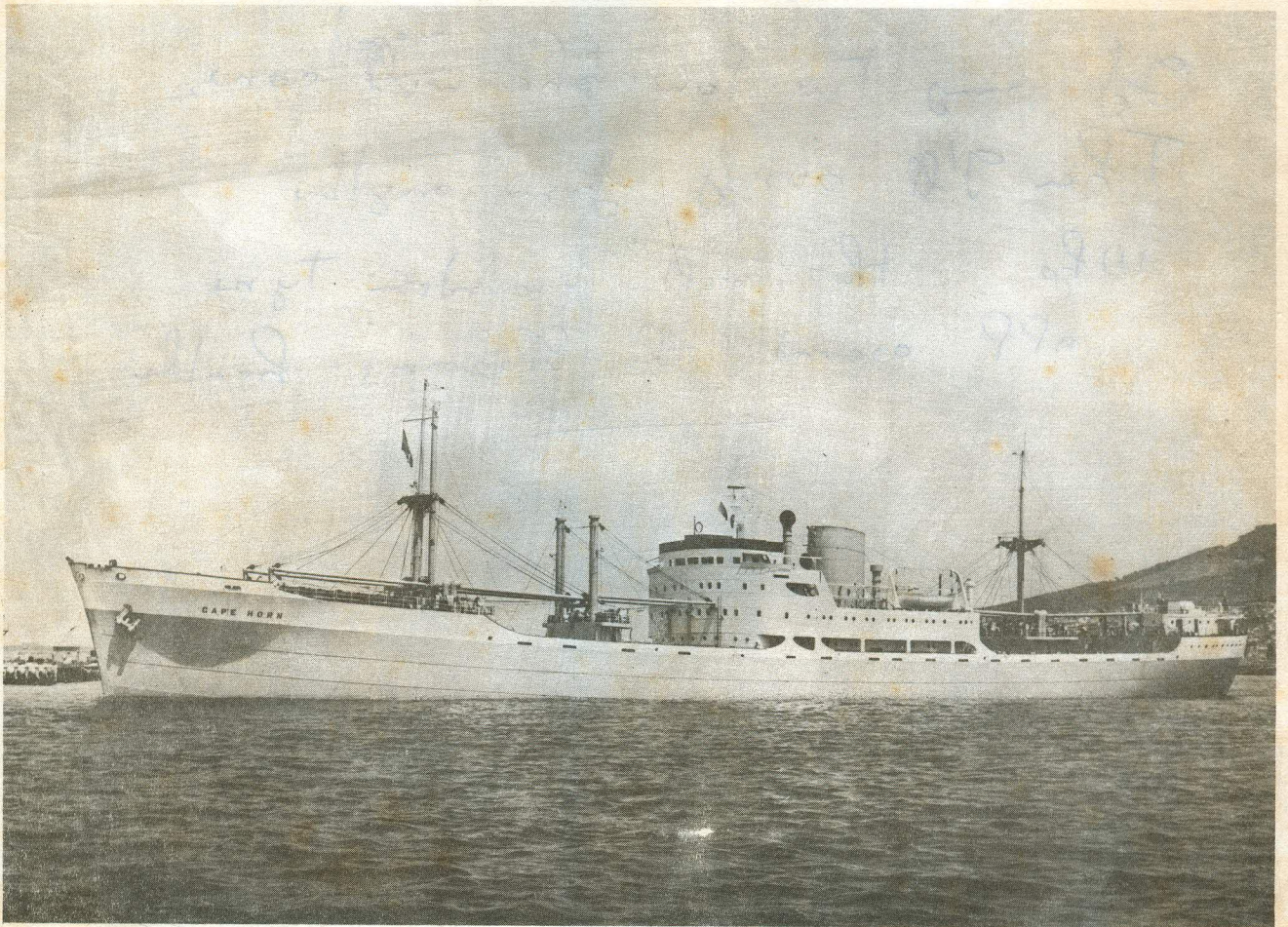




# **LYLE NEWSLETTER**

8/66 - JANUARY



M. V. "CAPE HORN" at Cape Town, February, 1965.

By postponing the issue of this edition, we've rather missed out in being able to send our Christmas Greetings, but we hope you have made the most of it wherever you were. However, there is still time to wish you a very happy 1966 which we hope will prove a most successful one for the Company and all its staff.

The principal news is, of course, that Lyle has ordered yet another ship, this time with a difference. The new vessel due for delivery in the summer of 1967 will be an 18,600 tons deadweight bulkcarrier, 532 ft. long, 71 ft. in breadth and 30'3 $\frac{3}{4}$ " draft with a service speed in excess of 15 knots and built in Norway by the Haugesund Shipyard, situated south of Bergen and about 30-40 miles north of Stavanger. You can imagine that this Company took the unprecedented step of ordering a ship abroad only after the most thorough investigation of the home market. Indeed, the most intensive study ever was undertaken before we reluctantly decided that such a step was necessary. The order was placed at the end of November after a survey of U.K., Swedish and Norwegian shipbuilding yards and is being effected with certain credit terms from Norwegian sources.

The programme of the new building at John Brown's, Clydebank, visualises the launching taking place in early May next year followed by trials end May 1966. The name selected for this ship has not been finally decided but we will be able to disclose this in our next issue. The ship will be launched complete with engines and funnel, which distinguishes her from previous Lyle launches.

In our next edition we hope to announce further details of our future building programme.

Contract staff may expect to hear of a new proposal we hope to introduce shortly. Information will be despatched to individuals as soon as the details are finalised.

We continue to suffer from the effects of the unusual bad weather conditions being experienced at Ocean Island and Nauru since June of last year. The "CAPE SABLE" was caught again at Nauru. The situation off these Islands is causing acute anxiety not only in this Company and we can imagine only too well the feelings of those on board vessels affected by the phenomena.

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Have You Heard.....

Bulk sugar handling facilities at Casablanca, Morocco, are to be improved, and two alternative schemes are at present under consideration.

The present method of shipment of sugar in bags and then man-handling to warehouses is to be replaced by mechanical handling for the transfer of the sugar by suction or grab direct to a silo of 20,000 tons capacity.

Work should commence next year. Also under consideration is the erection of a grain silo of 30,000 tons capacity, together with ancillary handling equipment.

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## CONTRACTS AND FREIGHTS

A further contract to load phosphate from Tampa for discharge in Australia has now been concluded and will extend well into 1967. The present Nauru contract completes in June 1966 and will probably be shared by "CAPE SABLE" and "CAPE WRATH". There is also a commitment for several coal cargoes from Newcastle for Japan during 1966.

## INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: Mainly South Atlantic and African coast trading.

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

"CAPE RODNEY": On time charter to A/S Bulkhandling of Oslo from January 1966 for 9 to 12 months.

"CAPE SABLE": Nauru with phosphate and Newcastle/Japan with coal until March, 1966.

"CAPE WRATH": Durban/West Coast Italy with anthracite, thereafter Tampa/Australia with phosphate followed by coal to Japan thence Nauru to load phosphate.

"CAPE RONA": On time charter to Seaboard Shipping until April 1966.

New building delivery Clyde end May 1966.

Norwegian new building delivery Haugesund June 1967.

## PERSONAL

Mr. T. S. SHEARER & MR. H. A. WALKINSHAW carried out a short business tour of Sweden and Norway at the end of October during which they met with a friendly reception at the Oslo Office of the "CAPE RODNEY's" charterers, Messrs. A/S Bulkhandling.

MR. E. J. MACKERRON also visited Scandinavia in connection with the Norwegian newbuilding during November. We regret very much to report that Mr. MacKerron suffered a coronary attack early in December and was taken to hospital where he makes good progress. We offer our best wishes for an early and complete recovery.

MR. A. MCKENZIE - Our long distance flier added to his mileage by visiting vessels in Australia before winging his way to Durban to supervise the survey of "CAPE WRATH".

CAPTAIN R. D. LOVE, CAPTAIN A. B. SUTHERLAND & CAPTAIN T. P. EDGE have attended a course of study being run by the Shipping Federation on Personnel Relations. They found it interesting and worthwhile and we hope to obtain similar facilities for contract seagoing staff as opportunity offers. The initial reaction of officers may be to recoil from such activities but we think we can promise that if you are fortunate in obtaining a place you will not regret the experience.

Old Soldiers - and Sailors - never die! It is good to know that Mr. J. R. Morton is still keeping a watchful eye on our activities - vide the drawing on page 8. His previous 'accomplice', Mr. A. M. Duguid, is also flourishing and we were glad to have a visit from him in the middle of December.

MR. D. BORDER has now completed a rather trying removal in blizzard conditions and we wish him every success in his new home in Lenzie, outside Glasgow.

LETTERS

The Editor of the Newsletter having been good enough to publish my first attempt at a thumb nail sketch of the lives of "Lyle" Admirals, I am emboldened to try again, this time dealing with the man after whom our largest vessel is called.

Richard Howe, afterwards Earl Howe, was born in 1726 the second son of the 2nd Viscount Howe. He entered the Navy in 1740 at the tender age of 14. In 1755 he went to North America in command of the "Dunkirk" and his seizure of the French vessel "Alcide" was the first action of the war with France at that time. In 1759 while in command of the "Magnanime" he led the fleet under Admiral Hawke at the battle of Quiberon. In July 1758 following on the death of his elder brother he became Viscount Howe, an Irish peerage, and in 1762 he became M. P. for Dartmouth. In 1776 he became C. in C. of the North American Station. At that time the trouble with the North American Colonists was brewing and as he and his brother General Howe were known to be in sympathy with the colonists' aspirations, it was hoped that their presence might be taken as a conciliatory gesture. Nothing unfortunately came of this appointment and a new commission being appointed Howe sent in his resignation. Before this could be effected war with France was renewed and Howe, being heavily outnumbered, had to use delaying tactics to prevent the French taking Rhode Island.

In 1782 he was elected to command the Channel Fleet and in the autumn of that year he finally relieved the siege of Gibraltar, although heavily outnumbered by a combined French and Spanish fleet, and he himself being encumbered by a large convoy of store ships. From 1783-88 he was First Lord of the Admiralty under Pitt, but on the outbreak of the French Revolution he was again given command of the Channel Fleet. In 1794 he won the epoch making battle of the First of June. It has been said that although nearly seventy he displayed an originality not excelled by any of his successors, even Nelson, as they had his example to follow and also had a better trained fleet. After this action he saw no more active service but on the outbreak of the mutiny at Spithead, he was recalled and owing to the trust the seamen had in him and his personal popularity, he was able to pacify and settle the mutiny without bloodshed. In 1788 he was granted the title of Baron and Earl Howe and in 1797 he became a Knight of the Garter. Owing to his swarthy complexion he was given the nickname of "Black Dick" by the men who served under him. He died on August 5th 1799 and a monument to him was erected in St. Paul's Cathedral.

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Have you heard.....

The Premier of West Australia, Mr. Brand, officially opened the new land backed wharf at Esperance, part of a £1,500,000 port improvement project on the 19th November, 1965. "CAPE WRATH" (see letter) was the first vessel to berth and so formed an important focal point of the ceremony. Afterwards, the Premier and other notables were entertained on board the ship which dressed overall for the occasion. We understand "CAPE WRATH's" hospitality was much appreciated by the guests.

"CAPE RODNEY" recently loaded the largest cargo of sugar yet lifted from Cairns during August of this year.

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