



# **LYLE NEWSLETTER**

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12/67 - JANUARY



M. V. "CAPE NELSON" - AT BIRKENHEAD, OCTOBER, 1966.

Christmas will certainly be past when you read this but it has still to come at the time we pen these lines so, Happy Christmas everyone and, while we're about it, a very Good New Year to you all from everyone at 12, Princes Square - Upper deck, port side.

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Principal news we have to pass on, to those who do not keep their ears glued to the keyhole, is the placing of an order for a fourth new ship in Norway, the third from Marinens Hovedverft. The vessel will be a sister of the two already ordered from Horten, being 21,350 tons deadweight with 15 knots loaded speed. We expect to take possession during the second half of 1969 thus, by that date, the Lyle bulk-carrier fleet will number six ships much of the same size and speed, all crane fitted and the biggest group of its type under the U.K. flag. The total value of the order is close to six million pounds which is a lot of cash and a pretty good explanation of where the money goes.

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Haugesund Yard No. 30 at Haugesund is to be called "CAPE CLEAR" and should be launched, weather permitting, by Mrs. Jill Fulton, elder daughter of our Managing Director, on the 21st January, 1967. The "trials" of the launching party, which is being kept to a minimum, no doubt will be related in our next issue. From what we have seen already the newest addition to the fleet will be a fine ship and, as far as possible, we have left the finishing of the accommodation in Norwegian hands. As an experiment, in addition to the normal wireless aerials, the vessel will be fitted with four whip aerials to cover all transmission and reception work. If successful they will, in time, replace the conventional aerials in the remainder of the fleet and thus eliminate a further source of maintenance work on board. It has been decided to fit the cranes at holds 2, 4 and 6 with electric hydraulic grabs of a new Westwood type. This will give the ship a greatly increased self-loading and discharging capacity. The remaining holds will be served by modified "dumping" grabs, as a complete outfit of power grabs would give the vessel a working capacity far in excess of the ability of most shore facilities to supply or receive.

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In the Horten buildings it has been decided to replace the pole type mast on the bridge structure with an aluminium tripod mast of new design. In the first ship it will be left unpainted to investigate whether work can be reduced in this area.

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The cover features "CAPE NELSON" as she is, the cranes being part of the scenery and not some futuristic conversion plan.

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The History of Lyle Shipping is now out of the printers' hands and distribution has started. The delay has been caused by last minute alterations to bring it up to date, added to which British Railways succeeded in "losing" the first 500 copies in direct transit from Preston to Glasgow. Nationalised transport!!!

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Major reorganisation changes become effective in the office as from 1st January, 1967, and full details are given to Company staff elsewhere. This is part of a long-term policy to improve operational efficiency which has already proved its worth and which will allow future planning to be made on a more predictable basis.

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Thought for 1967

Just to keep a modern bulk carrier in being, costs £1 per minute for every twenty-four hours of her life. In addition, in port she

PERSONAL

Colonel P.C. Macfarlane: Has now returned home and we all hope that his health will continue to improve

Mr. R. Wallace: Senior staff member of long service as the Company's cashier since 1929 is due to retire at the end of January and we shall all miss him very much indeed. He has served the Company through many difficult times and has seen many changes. We hope that he will have a long and happy retirement which is perhaps the wrong word for someone with so many active interests. We look forward to many a visit from him in the future.

Mr. T. Rebanks: Our accountant since 1928 is also due to retire on the 16th February but will be remaining on the staff until the end of May in order to finish off the accounts for the financial year ending 28th February, 1967.

Mr. J.G. Marshall: Our new accountant will join the staff on the 1st January, 1967. This is the first time we have had a qualified Chartered Accountant on the staff and we have no doubt that Mr. Marshall will not be long in giving a "New Look" to his department. He was previously with the Anchor Line.

Captain D.M. Taylor: Has been transferred from the sea-going staff to the office and will form part of the Crew Department.

Mr. J.K. Thompson: Has also joined the office staff and has been allocated to the Management Department as an assistant to Mr. Begg.

Miss A. Bell: Is now convalescing from a serious operation which she underwent during September, 1966. We are glad to say she is making excellent progress and hopes to return to the fold early this year.

Mrs. P.A. Wallace: We very much regret to record the passing of Mrs. P.A. Wallace on the 27th October, 1966, and we know we speak for his many old friends when we say we all share with Captain Wallace in his severe loss.

INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: General B.I.S.C.(Ore) winter routes.

M.V. "CAPE HORN": Time Charter to British Phosphate Commissioners until July, 1967.

M.V. "CAPE RODNEY": Newcastle/Japan - Coal, then Nauru/Australia Phosphate and fixed Bunbury/Immingham - Ilmenite.

M.V. "CAPE RONA": Port Pirie to Portland (Ore) - Concentrates thence B.C./U.K. with Lumber

M.V. "CAPE ST. VINCENT": Time Charter to A/S Bulkhandling of Oslo until about July, 1967.

M.V. "CAPE DALEMOS": Bunbury/Immingham - Ilmenite, followed by Emden/New Orleans - Steel coils, then Phosphate Tampa/Australia.

M.V. "CAPE MARINA": Fremantle/Honolulu - Sand (for the beaches!!).

M.V. "CAPE CLEAR": Due deliver early May, 1967, thence Phosphate-Tampa/Australia to be worked to B.C. for Lumber to U.S.N.H. or U.K.

M.V. "CAPE HORTEN ONE": Due deliver June, 1968.

M.V. "CAPE HORTEN TWO": Due deliver March, 1969

M.V. "CAPE HORTEN THREE": Due deliver second half 1969.

Extract of Letter from Captain A.M. Fraser

Dear Editor,

MERCANTILE MARINE OFFICERS' FIRE-FIGHTING COURSE

The Fire-fighting Course, in its entirety, was one of much interest and, in my opinion, of very great value to ships' Officers of Deck, Engine and Catering Departments, stressing, as it does, the important point that a fire on board ship is everyone's business. The remarks made by the Fire Master, Mr. Rushbrook, in his introductory address at the commencement of the Course, were of such a nature as to forcefully impress upon all students the very grave menace to life and property a fire on board ship can be, and the collection of slides, with which he illustrated his address, could scarcely fail to drive home the importance of the course upon which the students were about to embark.

Throughout the Course the theoretical aspects of, and practical exercises in fire-fighting were adequately and interestingly dealt with by Mr. Cruikshanks and Mr. Graham, Officers on the Staff of South Eastern Fire Brigade, and from the outset, it was apparent that the Fire Master and his staff had gone to great length to prepare a comprehensive course, specifically adapted for the use of Ships' Officers in such a manner as to ensure its retention in the memories of the students.

A film, shown on the first day of the course, prepared by the United States Naval Authorities, was used to demonstrate the Chemistry of Fire and a second film, shown on the second day of the Course, prepared by The British Petroleum Company and entitled "Fire Below", was used to demonstrate how easily a careless act can cause a fire of such proportion as to cause the total loss of a ship with heavy loss of life, and to further demonstrate how the lack of examination and upkeep of fire-fighting equipment can cause such equipment to be of little use when fire breaks out. Both films were of considerable interest and value.

Although Sprinkler and Mulsispray systems are not, to my knowledge, fitted on vessels of our Fleet, lectures on these systems were extremely interesting, as was also the demonstration and lectures on the High Expansion Foam method of fire extinguishing, a comparatively recent development which, in my opinion, has a decided future in fire-fighting technique, both ashore and afloat. A demonstration of this method of fire-fighting was given by McDonald Road Training Centre on television quite recently, and several persons who saw the programme have since remarked to me upon their favourable impressions of the system. The entire unit is light, portable, economical, easy to operate and maintain, and it is capable of producing prodigious quantities of fire-smothering foam.

The great value of Breathing Apparatus in fire-fighting was clearly demonstrated during the Course, and the construction of the apparatus, its care, maintenance and replenishment were adequately covered by the instructors.

The greatest value of this fire-fighting Course, in my opinion, lies in the fact that it is carried out on board a model ship, thus, all fire-fighting aspects likely to be encountered at sea are closely simulated. Were it not for the fact that there is a model ship on which to carry out the six exercises in practical ship board fire-fighting, a great deal of the value of the course would certainly be lost, in spite of the efforts and skill of the instructors.

Before embarking upon fire-extinguishing exercises on board the "ship", all students were supplied with suitable protective clothing in the form of fireman's helmet, tunic, belt, gloves, over-trousers/

